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developes mines of equal quality and altogether as abundant.

This future city of Huntingdon is located on a beautiful bottom on the banks of the Ohio, between the mouths of Guyandotte and Sandy rivers. It is within a few miles of the rich iron deposits of Ohio near Ironton, and must soon become a great iron-producing city. There is no point within our knowledge where the iron ore and coal can be put down at as low figures as at Huntingdon, with the great West for an unlimited market. An abundant supply of lumber can be obtained immediately in its rear from the unbroken forests east to the top of the Alleghanies, and must become a great article of commerce from this point west.

This road has recently secured through its friends the control of the Lexington and Sandy railroad, and will place it at once under construction. This secures a straight all-railroad line to Louisville, thence to St. Louis, thence to Kansas City and the Pacific coast. They are now contemplating the construction of an air-line low grade railroad from Huntingdon to Chicago, the commercial centre of the northwest. This will bring Chicago nearer to Richmond than she now is to New York. A bridge across the Ohio river and a few miles of new road will place her in connection with the great network of railroads in Ohio, Indiana and Illinois.

The Viaduct Railway.

The eagerness with which the first instalment of the stock of the Viaduct Railway has been taken is very significant. The plans of the railway are not yet known to the public except very vaguely. Not one in twenty of the subscribers to the stock has entered into any thorough calculation of the probabilities of profit in the project. But it is seen of all men that the facilities of up-town transit which we now endure are grossly inadequate, and that a new system is inevitable and a proper system cannot fail to be enormously lucrative. Beyond that our only guarantee must be the public confidence in the character and the abilities of men upon whom the conduct of the enterprise has devolved. This is really the only guarantee ever attainable in like cases, and this avails to make even the projectors of other schemes of transit yield their own conceptions almost without an effort to realize them when the project of the Viaduct is broached and the names of the projectors of the Viaduct are published. The clear prospect is that not only will the road be a speedy and enduring economic success, but that it will be an

ornament to the city which it traverses and a monument to the men who built it.

Smyrna and Delaware Railroad.

The Bombay Hook Railroad, as it is popularly called, or the Smyrna and Delaware Bay Railroad, as it is technically named, has been contracted for by Charles K. Landis, President of the Vineland Railroad. He came to this town on Wednesday evening last, and on Thursday the contract was signed, which requires the construction of the road within six months of the date, and thorough equipment. In the equipments are to be two locomotives to cost not less than \$12,000, two passenger cars to cost \$5,000 each, one smoking car to cost \$4,000, two turn tables, and five depots—rather a large number of the latter for nine miles of road. Such we learn from Mr. J. W. Sprague, President of the company. Mr. Landis, we believe, promises to have the road in running order in about ninety days.—*Smyrna Times*.

(From the Detroit Post.)

The Lake Superior Trade.

This is a subject of vital importance to our business men. Recent events in connection with the opening of the St. Paul and Lake Superior Railroad, and the pushing forward of the Northern Pacific, have drawn the attention of the commercial cities of the eastern seaboard to the traffic of that region. The following remarks of the Cleveland *Leader* are suggestive to the merchants and manufacturers of Detroit:

"Nothing in the signs of the times has been more apparent this season than the tremendous exertion put forth by the great Atlantic cities to grasp and control the trade of Lake Superior. For this purpose Boston purchased the steamers of the Northern Transportation Company, and now has a through line over the Vermont Central Railroad and these lake steamers to Duluth. Philadelphia is reaching forward through the Philadelphia and Erie Railroad to the same centre, and is now expending more than \$1,000,000 on docks and elevators in the harbor of Erie, where the Pennsylvania men hope to transfer from water to rail the wheat and other products of the Northwest. Baltimore is perfecting the Ohio division of the Baltimore and Ohio Road, and is preparing to make Sandusky an important intrepot for the commerce of the lakes. The line of steamers to be established between Sandusky and Duluth will represent the lively interest which Baltimore feels in the distribution of the immense traffic that will be poured eastward over the Northern Pacific line. New York city is already strongly represented by the Central and Erie railways and the great lines of steamers which those

American Railroad Journal.

New York Saturday, July 8, 1871.

Chesapeake and Ohio Railroad.

A correspondent of the Richmond *Dispatch*, writing from the White Sulphur Springs under date June 27th says:

The Chesapeake and Ohio Railroad is in the hands of men with big ideas and grand ends. They know well that they have a road without a rival across the continent, and the highest grade from the Ohio to the foot of the Alleghany, only twenty feet to the mile—a very large portion of it only twelve feet. The ascent on the west side of the Alleghany is $29\frac{1}{2}$ feet from the top of the Alleghany to tide-water, down the valley of the James, descending grade the whole way. Where is the road that can compete with it? Her nearest neighbor and rival, the Baltimore and Ohio, with heavy grades all the way, running up as high as 112 feet to the mile, must succumb to this new road.

The Chesapeake and Ohio can carry freight at a figure and make profits through their low grades that would not pay expenses on the Baltimore and Ohio road. She must, of course, take all the tonnage from the trade-fields within her reach. Its western terminus has been located at the grandest point for a big city than can be found in the Ohio Valley. It is immediately above the big bend of the Ohio river, at a point where the great Kanawha having united its waters with the Ohio, makes it accessible to steamers at all seasons. In the midst of the finest coal-fields in America, twenty miles of rail up Guyandotte will reach seams of coal which we have seen fifteen feet thick. A road a few miles longer up Sandy will

two corporations already have afloat on the lakes. The result cannot fail to give a new importance to the cities along the southern shore of Lake Erie. As the Hon. William D. Kelley predicted in his recent speech: 'It requires but little power of imagination to behold the City of Erie equaling Buffalo, and Cleveland and Detroit expanding into rivalry with Chicago.' The settlement of the immense tracts of rich country between Duluth and Puget Sound will open up a new market for manufactured goods and material supplies of every kind, and though Cleveland can hardly expect to become a leading entrepot for grain, it must derive an important accession to its prosperity from the new markets about to be opened to our manufacturers and merchants."

Atlanta and Richmond Air Line.

We are informed that the Pennsylvania Railroad Company have bought out the interest of P. P. Dickinson, under contract, for the construction of the line between Charlotte, N. C., and Gainesville, Ga. When this fact became known in New York the company's bonds advanced to 87½. The Pennsylvania is the richest company in the United States, and the contract for constructing the air road being assumed by them makes its early completion beyond all doubt. There will be no lack of money. If President Buford's expectations are realized, that the road will be completed to Spartanburg and the trains running between this and Charlotte by the first day of January 1872, it will exceed the hopes heretofore entertained by the most sanguine friends of the enterprise, and will afford a cause to our citizens of self-gratulation scarcely to be equaled by any other event. We learn that the first installment of the subscription bonds of Spartanburg county and of the town have been sold at seventy-five cents on the dollar.—*Spartanburg Spartan.*

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1871, was as follows:

From passengers,	\$430,452 31
" freight	544,149 78
" mails and express.	23,577 83
" rents to other companies.	210,000 00
" rent of machinery	22,690 43
" interest	30,813 81
" miscellaneous.	8,937 82
	<hr/>
Operating expenses, viz :	

Repairs of road.	\$173,743 89
" bridges	6,497 09
Shops and engine houses.	9,305 53
Station expenses.	71,286 95
Wood, coal and oil.	94,495 91
Locomotive power.	81,565 56
Passenger train expenses.	48,291 94
Freight train expenses.	67,920 75
Office expenses.	43,864 15
Miscellaneous expenses.	30,324 16
	<hr/>
Earnings less expenses.	627,295 93

From which deduct—	
Taxes and insurance.	\$54,386 48
Interest on bonds.	144,990 00
	<hr/>
Total.	199,376 48

Leaving a balance of.	\$443,949 57
Add balance from previous year.	375,924 94
	<hr/>
Total.	\$819,874 51

Applied as follows :	
Dividends Oct. 24, 1870, 4 per cent.	\$140,000 00
" April 4, 1871, 4 per cent.	140,000 00
Surplus March 31, 1871.	539,874 51

Total, as above.	\$819,874 71
The operating expenses were 49.36 per cent. of gross earnings. The earnings per mile were \$21.177 08. Number of passengers carried, 753,787.	
previous year (\$86,605 43), makes the total	

Tons of freight moved in narrow gauge cars, 486,080. The net earnings were 12.68 per cent., out of which two cash dividends of four per cent. each were paid the stockholders, free from Government tax. The President in his report says:

The lease entered into on the 1st of May, 1863, between the Dayton and Michigan Railroad Co. and the Cincinnati, Hamilton and Dayton Railroad Co., was so modified on the 23d of June, 1870, that the lessee agrees to pay to the stockholders of the lessor three and one half per cent. per annum, in semi-annual installments of one and three-quarters per cent. each, commencing April 1st, 1872, and thereafter on the 1st days of October and April; the amount to be paid by the lessee will not exceed thirty-five thousand dollars per annum; all over this sum, earned on the capital stock, will inure to the benefit of the stockholders of the Cincinnati, Hamilton and Dayton R. R. Co. The lease, as modified, provides for a full satisfaction and discharge of all claims which have been or can be made, by either of the parties against the other, on account of the several and respective obligations in the original lease. The earnings of the Dayton and Michigan for the year have come up to our expectations; the net earnings have been applied to the sinking fund, in permanent improvements at Toledo, and in engines, and freight cars to meet the increasing demands of business.

The Cincinnati, Richmond and Chicago Railroad, at the commencement of this year's business, was not paying expenses. On the 1st of August, however, the Chicago business of our company was transferred from the Lima route to that via Richmond, and in return therefor the Pittsburgh, Cincinnati and St. Louis Railway Co. gave us a share of their business, they remaining neutral between our roads and the White Water Valley Division of the Indianapolis, Cincinnati and Lafayette Railroad Co.; but since the 1st of December they have been sending their business by our line, and our Richmond branch has been increasing its net earnings, so that it will be able not only to pay expenses, but to at least partially repay the Cincinnati, Hamilton and Dayton R. R. Co. for the advances made during the past two years in its behalf. The future prospects of this company are now encouraging.

During the year 454½ tons of steel, and 1,088½ tons of re-rolled iron rails have been used in the track. The company have now a little over 9½ miles of steel rail laid—all of which has thus far proved satisfactory: 600 tons of steel rail have been ordered, and its early arrival is anticipated.

The receipts of the company from all sources, during the year, were as follows:

Cash and cash assets, March 31, 1870.	\$87,632 39
Derived from sale of bonds and stock.	38,723 55
From C. R. and C. R. R., as per statement	463 54
Net earnings for the year.	443,949 57
	<hr/>
Total.	\$570,769 05

Applied as follows :

Equipment.	\$10,500 00
Real estate.	933 60
Increased material for repairs.	8,143 75
Bills receivable.	16,188 43
Advances to D. and M. R. R., as per statement	7,819 56
Railroad and individual accounts.	30,175 46
Dividends and interest on bonds.	294,267 06
Balance, March 31, 1871.	202,741 19

Total, as above.

The receipts from operations of the Dayton and Michigan railroad during the year were \$1,074,667 69; and the expenditures, \$1,082,487 25—balance advanced by lessees, \$7,819 56; which added to amount due lessees at the close of the previous year (\$86,605 43), makes the total

amount due C. H. and D. R. R. Co. \$94,424 99.—

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad were \$152,136 12; and the expenditures, \$151,672 58—leaving a balance of \$463 54; which deducted from amount due lessees per last report (\$17,832 64), leaves the balance due C. H. and D. R. R. Co., March 31, 1871, \$17,369 10.

CONDENSED BALANCE SHEET, MARCH 31, 1871.

Construction.	\$3,974,404 73
Equipment.	1,006,250 96
Real estate.	340,113 94
Materials for repairs and wood.	216,938 82
Wood lands.	12,540 00
Bills receivable.	48,512 19
Stocks and bonds.	382,699 26
Due from R. R. Cos.	36,915 54
" Individuals.	37,730 90
" post office department.	6,812 50
Cash and cash assets.	202,741 19
D. and M. R. R. lessors.	94,424 99
C. R. and C. R. R.	17,369 10
	<hr/>
	\$6,377,454 12
Capital stock.	\$3,500,000 00
First mortgage.	1,250,000 00
Second "	500,000 00
Third "	282,000 00
Surplus earnings.	539,874 51
Interest on bonds.	6,391 00
Dividends unpaid.	1,472 00
Dividend No. 31.	140,000 00
Due railroad companies.	27,252 31
" individuals.	56,320 64
" United States.	2,818 58
Pay rolls, March.	71,325 08
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	\$6,377,454 12

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—JOHN YOUNG.

Directors.—S. S. L'Hommiedieu, William Goodman, Samuel Fosdick, John Young, Lowell Fletcher, H. D. Huntington, Geo. T. Stedman, Chas. W. West.

Sec. and Treasurer.—FREDERICK H. SHORT.

Assistant Sup't.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers.	\$316,569 11
" freight.	703,932 46
" mails and express.	40,823 64
" rents, etc.	1,080 77
	<hr/>
	\$1,062,405 98

Expenses, viz :

Maintenance of way.	\$198,027 99
Machine shop.	5,663 70
Locomotive power.	88,276 28
Wood and oil.	76,183 85
Train expenses.	112,240 00
Station expenses.	63,871 04
Office expenses.	39,016 01
Miscellaneous expenses.	49,898 00
	<hr/>
	633,176 87

Earnings less operating expenses.

From which deduct—	
Taxes and insurance.	\$34,218 54
Interest on bonds.	298,830 00
	<hr/>
	333,048 54

Net earnings for the year.	\$96,180 57
Add amount advanced by lessees.	7,819 56
Add increase of interest on bonds un-claimed.	4,569 76
Add gain on sinking fund bonds.	3,310 00
Town of Perrysburg bonds to lessees.	11,000 00
	<hr/>
Total.	\$122,879 89

Applied as follows :

For construction	\$1,166 63
" fencing	8,447 07
" improvements at Toledo	10,352 61
" right of way, real estate	418 50
" rolling stock	62,988 17
" individual accounts	276 75
" income bonds	300 00
" rent Toledo dock refunded	940 16
" settlement of old claims	5,000 00
" first mortgage bonds cancelled	33,000 00
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	\$122,879 89

BALANCE SHEET, MARCH 31, 1871.

Construction	\$4,785,342 82
Stock interest account	491,444 31
Fencing	40,438 11
Toledo improvement	353,940 99
Right of way	106,383 95
Lima shop equipment	12,145 31
Real estate	92,064 12
Rolling stock	730,256 13
Bills receivable	1,562 00
Individual account	5,071 12
Profit and loss	150,292 28
	<hr/>
Capital stock, new	\$2,376,465 54
" " old	22,507 01
1st mortgage bonds	2,733,000 00
2d " "	642,000 00
3d " "	700,000 00
Toledo depot	169,500 00
Income bonds	500 00
Bills payable	4,200 00
Interest on bonds	26,243 58
Individual account	100 00
C. H. and D. R. R.	94,424 99
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	\$6,768,941 12

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—M. R. WAITE.

Directors.—S. S. L'Hommedieu, William Goodman, H. D. Huntington, M. R. Waite, F. H. Short, John Young, Lowell Fletcher, Chas. W. West.

Assistant Sup't.—JOHN H. WELLER.

Secretary and Treasurer.—FREDERICK H. SHORT.

Cincinnati, Richmond and Chicago R. R.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers	\$67,842 12
" freight	77,300 03
" mails and express	6,756 19
" rents	237 78
	<hr/>
\$152,136 12	

Expenses, viz :

Maintenance of way	\$33,964 36
Locomotive power	25,393 41
Train expenses	11,086 73
Station and office exp.	16,741 53
Miscellaneous expenses	16,492 00
	<hr/>
103,678 03	

Earnings less expenses	\$48,458 09
From which deduct—	
Taxes and insurance	\$3,437 05
Interest on bonds	43,750 00
General int. and exchange	170 50
	<hr/>
47,357 55	

Net earnings for the year

—of which \$637 was applied to payment of interest on bonds due on last report, and the balance

(\$463 54) to C. H. and D. R. R. Co., Lessees.

BALANCE SHEET, MARCH 31, 1871.

Construction	\$826,733 00
Equipment	120,451 98
Real estate	700 00
Profit and loss	81,009 08
	<hr/>
	\$1,028,894 35

Capital stock	\$382,600 00
First mortgage bonds	560,000 00
Second " "	65,000 00
Interest on bonds unclaimed	3,925 25
C. H. and D. R. R.	17,369 10
	<hr/>
	\$1,028,894 35

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—GEO T. STEDMAN.

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Assistant Sup't.—LEWIS WILLIAMS.

Secretary and Treasurer.—FREDERICK H. SHORT.

Chicago, Danville and Vincennes Railroad.

One of the most important lines—for Chicago perhaps most important—now in progress is the Chicago, Danville and Vincennes Railroad, which was begun about two years ago, and has been in operation for some time to St. Anne's, in Kankakee county, and within a few days has been completed to Watseka, in Iroquois county, where it intersects the Toledo, Peoria and Warsaw Railway. The progress of the road has not been very rapid, but it has been certain and steady, and the work is now in such condition that the managers are sure that the road will be ready to bring in the summer's crops from Danville and Terre Haute, and, if no unexpected delay occurs, the line will be completed by the middle of August.

For the present this road depends upon the Pittsburg, Cincinnati and St. Louis Railway for an entrance into Chicago. It uses the latter line as far as Dolton, 20 miles south of Chicago, and that is at present the northern terminus of the road. Thence it extends nearly due south to Danville, on the Toledo, Wabash and Western, a distance of 108 miles, and from Danville has a southeast course of eight miles to the Indiana line, where it will be met by the Evansville, Terre Haute and Chicago Railroad, which is completed from that point to Terre Haute, and there makes a connection with the Evansville and Crawfordsville Railroad.

Thus the completion of this road will not only give a new and direct road from Chicago to Danville, with the business of the country on the line, but a north and south line from Chicago to the Ohio river and connections beyond which already to Nashville, Tenn., to Decatur, Ala., and will soon (by the completion of the North and South Alabama) extend to Montgomery, Ala., and to Mobile and Pensacola on the Gulf.

A traffic of special value, both to the road and to the country, will be the transportation of coal on this line. Besides crossing extensive mines in Vermilion county, it will open the shortest line to the mines of "block coal" in the vicinity of Brazil, Ind., sixteen miles east of Terre Haute. This coal is known to be unexcelled for iron smelting and working, and a cheap supply of it where iron and iron ore can be cheaply obtained will give the opportunity for a great manufacturing business. There are already in and near Brazil a number of smelting furnaces, and they will use a large amount of Lake Superior ore, which this railroad can most readily bring them, while the transportation of coal for manufactures of iron in Chicago and vicinity may be expected to become a heavy traffic. The Danville road can reach this coal by the two lines from Terre Haute which crosses the field, but another, crossing the coal field from north to south, in the direction of its greatest length, is promised, which will intersect the Danville road near Danville, and bring its cars to many new mines by a route shorter than any now existing.

Other feeders to this road are contemplated; one from Lafayette northwestward, and one from Decatur, via Monticello and Champaign northwestward, both of which will depend upon it for an outlet to Chicago.

As we said before, the road, important in itself,

is so also as the outlet to a still longer line already made and now giving little business to Chicago. That we shall be able to secure for this city as large a part of the traffic of the line south of Terre Haute as of that north of it is not probable; but with a short and straight line to Southern Indiana, and daily trains, Chicago merchants ought certainly to compete strongly with the Cincinnati and Indianapolis merchants, who have hitherto had the field pretty much to themselves, and even where we cannot sell goods we may buy produce to advantage. The new line will give us access by the shortest possible route to the east side of the Wabash Valley, as the Springfield and Illinois Southeastern has to the west side.—Chicago Railroad Gazette.

Missouri, Kansas and Texas Railroad.

The plans of this road are very extensive. When completed the whole of Missouri and Kansas will have direct communication with the gulf, through the Indian territory. It is expected to open the entire line to Red River by January 1, 1872.

A short time since a large number of the stockholders and directors made a trip over the road from St. Louis to its present terminus, Cabin Creek, a distance of 450 miles, in the Cherokee Nation, thirty miles from Fort Gibson. The cars will run to Gibson, or in that vicinity, within a month. The bridge over the Arkansas is well advanced, and will be completed by September 1st. Trains will run to the south side of the Canadian by November 1st. In a few days the road will be opened to Cat Fish Point, on Pryor's creek, twenty five miles below Big Cabin Station. A contract has been awarded to the company for the transportation of all United States supplies for the forts in the Indian country and Texas. Great herds of cattle, and cotton from Texas, are en route to the southern terminus for transportation to St. Louis. Never did a railroad tap a finer country, or open with better prospects.—Arkansas Gazette.

Texas Pacific Railroad.

AN ACT to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, J. J. Noah, A. C. Osborne, Timothy Hurley, C. C. Pool, Silas N. Martin, John M. Corse, George E. Wentworth, Philip H. Morgan, J. D. Cameron, Marshall O. Roberts, James L. Hodges, John Ray, W. Vermilye, Enoch L. Faucher, Charles F. Livermore, Joseph H. Oglesby, John Whytock, Daniel Drew, F. S. Davis, W. Orton, A. C. Babcock, Thomas A. Scott, Samuel D. Hoffman, H. Ramsdale, William H. Jackson, R. C. Parsons, Delos W. Emmons, M. A. Southworth, John H. Hall, G. C. Kinsey, W. P. Clarke, James Dart, H. Jacobs, L. T. Smith, W. P. Dole, C. A. Weed, A. P. K. Safford, H. McCullough, Charles Jackson, Elisha Dyer, Alfred Anthony, James Hoy, M. W. Benjamin, H. D. Cooke, Joseph R. West, W. S. Huntington, J. M. Tebbetts, C. C. Leondridge, D. D. Porter, M. Woodhull, Hiram Price, M. O. Hunter, W. T. Walters, J. B. Brownlow, T. A. Morris, Owen Tuller, J. H. Ledlie, R. M. Bishop, Samuel Craighead, D. N. Stanton, Augustus H. Whiting, G. L. Johnston, J. W. Goodland, Powell Clayton, Samuel Tate, W. Bolton, H. Robinson, George Maney, O. H. Bynum, M. Burns, J. C. Goodloe, E. G. Barney, Cyrus Busey, J. W. Flanagan, G. O'Brien, G. P. Buel, G. H. Gidding, J. J. Newell, E. W. Rice, R. M. Shoemaker, Samuel Sloan, S. W. Morton, J. B. Bowman, L. M. Flournoy, J. J. Hinds, G. R. Weeks, J. T. Ludling, B. C. Gilbert, B. D. Williams,

Thomas Olcott, G. A. Fosdick, Harry Hays, P. S. Forbes, John T. Sprague, L. R. Marsh, A. W. Beckwith, J. C. Stanton, Cyrus H. Baldwin, A. J. Hamilton, Rush R. Sloan, Silas C. Colgrove, Samuel D. Jones, N. H. Decker, William N. Leet, B. F. Allen, J. B. Chaves, Augustus Kountze, John N. Goodwin, Wm. S. Rosecrans, Michael Hahn, H. C. Warmouth, J. S. Williams, G. M. Spencer, L. J. Higby, W. C. Kimball, and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the bay of San Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty second parallel of north latitude, and is hereby vested with all the Powers, privileges and immunities necessary to carry into effect the purposes of this act.

Section 2. That the persons named in the first section of this act shall constitute a Board of Commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad Commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of corporators and six of his associates, and to be published for two weeks in at least one daily newspaper in New York, New Orleans and Washington; and when so met they may cause books to be opened for the subscription of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed and ten per centum actually paid thereon, in money, to the treasurer to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice president, secretary and treasurer; the president and vice president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holders in person or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceed-

ing three years, as may be provided in the by-laws; and the annual meetings of stockholders shall take place as provided for in said by-laws.

Section 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed, it shall never be increased except by consent of Congress. Assessments upon said stock shall be made by a majority vote of the whole number of directors at a regular meeting, which said assessments shall be paid at the expiration of thirty days after a notice given in one newspaper in each of the cities of Washington, Philadelphia, New York and New Orleans.

Section 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, franchises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or companies heretofore chartered by congressional, State, or territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

Section 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by congressional, State, or territorial authority; also to purchase lands, or to accept donations, or grant of lands, or other property, from states or individuals, for the purpose of aiding in carrying out the object of this company.

Section 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

Section 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

Section 8. That the right of way through the public land be, and the same is hereby granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the con-

struction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, workshops, wharves, switches, side-tracks, turn-tables, water stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

Section 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad, may be selected as above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *provided, however*, That no public lands are hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water-front of San Diego bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further*, That all such lands so granted by this section to said company, which shall not be sold, or otherwise disposed of as provided in this act, within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

Section 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

Section 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage,

namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of lands may have been made, or may hereafter be made, by any congressional, State, or territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided*, That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also*, That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further*, That said mortgage shall in no wise impair or effect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the state of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however*, That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

Section 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further, the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for con-

struction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

Section 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by seal of said company, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

Section 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads over any part of said Texas Pacific railroad, shall be made by said company as they make for freight and passengers over their own road: *Provided also*, That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific railroad: *And provided further*, That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific railroads.

Section 16. That said railroad shall be constructed of iron or steel rails manufactured from America ore, except such as may have heretofore been contracted for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

Section 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion.

Section 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said com-

pany has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

Section 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post road; and for the purpose of insuring the carrying the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of any State or Territory shall impede, delay or prevent the said company from performing its obligations to the United States in that regard: *Provided*, That said road shall be subject to the use of the United States for postal, military, and all other governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and government shall at all times have the preference in the use of the same for the purpose aforesaid.

Section 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint stock company, to make any contracts or agreements with the said Texas Pacific Railroad Company for the construction, equipment or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void, and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder.

Section 21. That any railroad company whose route lies across the route of the Texas Pacific railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side tracks and other needful purposes, not exceeding for such purposes forty acres at any one station.

Section 22. That the New Orleans, Baton Rouge and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus there is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile in the State of Louisiana as are by this act granted in the State of California to said Texas Pacific Railroad Company; and said lands shall be withdrawn from market, selected and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner and time as is provided for and required from said Texas Pacific Railroad Company within said State of California: *Provided*, That said company shall complete the whole of said road within five years from the passage of this act.

Section 23. That, for the purpose of connecting the Texas Pacific railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized, (subject to the laws of California,) to construct a line of railroad from a point at or near Tebacheapa Pass, by way of Los Angeles, to the Texas Pacific railroad at or near the Colorado river, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the act of July twenty-seven, eighteen hundred and sixty-six: *Provided, however*, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company or any other railroad company.

Approved March 8, 1871.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	\$3,555,000	J. & J.	Jul. '71 3	Hartford and New Haven 100	4,796,925	J. A. J & O	July '71 3	Portl., Saco & Portsmouth 100	\$1,500,000	J. & D.	Jun. '71 5
American Central 100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph 100	4,151,700	—	Aug. '70 3	Ports., Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Atlantic and West Point 100	1,232,200	J. & J.	July '70 4	Do. do. pref. 100	5,078,224	—	Aug. '70 7	Providence & Worcester 100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina 100	5,445,225	—	—	Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston 100	—	—	—
Atlantic & Gt. Western 50	25,879,923	—	—	Housatonic 100	820,000	—	—	Rensselaer and Saratoga 100	6,000,000	A. & O.	Oct. '70 3
“ “ “ prof. 50	1,919,000	—	—	Huntingdon & B'd Top 50	1,180,000	J. & J.	July '71 4	Richmond and Danville 100	4,000,000	—	—
Atlantic & St. Lawrence* 100	2,394,900	M. & S.	Mar. '71 2	615,950	—	—	—	Richmond and Petersb. g. 100	847,100	—	—
Augusta and Savannah 100	733,700	J. & J.	Jan. '70 3	Illinoian Central 50	212,350	J. & J.	Jan. '68 3	Rich., Fred. and Potomac 100	1,041,800	—	—
Baltimore and Ohio 100	13,151,962	A. & O.	Apl. '71 4	25,280,240	J. & J.	Aug. '71 6	Rockport 100	—	88,460	—	—
Do. Washington Br. 100	1,360,000	A. & O.	Apl. '71 6	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4	Rome, Waterf. and Og'n'b. 100	2,998,900	J. & J.	Nov. '67 2
Baltimore City Passenger 100	670,000	J. & J.	July '71 4	Jeffersonv. Mad. Ind. 100	2,000,000	J. & J.	Jan. '65 5	Rutland preferred 100	1,831,400	F. & A.	Feb. '71 3
Bay de Noyet & Marq. 100	1,260,000	A. & O.	Apl. '68 3	Joliet and Chicago 100	1,500,000	J. A. J & O	July '71 3	S. L. Alt. and T. Hante. 100	2,300,000	—	—
Belvidere Delaware 100	965,300	—	—	Joliet North, Indiana* 100	300,000	J. & J.	July '71 4	“ “ “ prel. 100	2,040,000	Annual.	June '70 7
Berkshire* 100	600,000	J. A. J & O	July '71 1	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '71 4	S. L. Jack'n. and Chic'o. 100	2,478,750	—	—
Bloomsburg & Corning* 50	250,000	M. & N.	May '71 5	Lackawanna & Bloomsb. 50	1,335,000	—	—	Sand., Mansf. and Newark 100	2,089,000	M. & N.	May '71 3
Boston and Albany 100	19,150,800	A. & O.	Apl. '71 4	Leeds and Farmington* 50	2,158,565	J. & J.	July '71 3	Savannah and Charleston 100	1,000,000	—	—
Boston and Chelsea 100	110,000	A. & O.	—	Lehigh and Mahanoy 50	17,116,400	J. A. J & O	Apr. '71 6	Schuylkill and Susqueh'a. 50	1,269,150	—	—
Boston, Concord & Mont. 100	459,600	M. & N.	May '71 3	Lehigh Valley 50	2,158,565	J. & J.	Jan. '67 6	Second and Third St. (Ph.) 50	757,575	J. @ J.	July '71 5
Do. do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh Luzerne 50	344,650	J. & J.	Jan. '69 4	Schuylkill Valley* 50	576,050	J. & J.	Jan. '71 2
Boston and Lowell 500	2,215,000	J. & J.	July '71 4	Little Miami* 50	3,572,400	M. J. S. D.	June '71 2	Seaboard and Rowne 100	868,200	M. & N.	Nov. '70 4
Boston and Maine 100	4,471,275	J. & J.	July '71 5	Lomb, and South St. (Ph.) 25	5,646,100	J. & J.	July '71 3	Second Avenue (N. Y.) 100	670,000	—	July '70 2
Boston and Providence 100	7,300,000	J. & J.	June '71 5	Long Island 60	90,000	—	—	17th & 19th streets (Ph.) 50	130,000	—	Dec. '70 2
Broadway (South Boston) 50	400,000	J. A. J.	July '71 24	Louisv., Cin. and Lex. 50	8,000,000	F. M. A. N.	Aug. '66 2	Shamokin V. and Pottsv. 50	869,450	F. & A.	Feb. '71 3
Broadw'y & 7th Av. (N. Y.) 100	2,100,000	J. & J.	June 70 3	Louisv., Cin. and Lex. 50	1,612,482	J. & J.	Jul. '69 3	Shore Line 100	636,200	J. & J.	Jul. '71 3
Brooklyn City 100	1,000,000	M. F. A. N.	May '71 3	Lowell 50	848,700	J. & J.	Jul. '70 4	Sixth Avenue (N. Y.) 100	750,000	—	May '70 3
Brooklyn & New 'n' 100	399,800	—	—	Lowell and Lawrence 100	2,800,000	F. & A.	Feb. '71 4	Somerville 100	100	M. & N.	May '71 3
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '71 3	Lowell Horse 100	200,000	A. & O.	Apr. '71 3	South Carolina 100	100	5,819,275	—
Buff., New York & Erie* 100	950,000	F. & A.	Aug. '70 4	Macon and Western 100	55,830	J. & J.	Jan. '70 3	South Shore 100	100	2,500,000	—
Buffalo and Erie 100	5,000,000	M. & N.	May '71 3	Macon and Western 100	2,500,000	J. & J.	July '71 5	South Western, Georgia* 100	3,93,900	F. & A.	—
Burlington and Mo. Riv. 100	1,237,000	M. & N.	Mar. '71 10	Mahanoy & B'd Mountn* 50	1,676,915	—	—	Staten Island 100	660,000	J. & J.	May '70 3
Cambridge Horse (Boat'n) 100	727,800	A. & O.	Mar. '71 10	Maine Central 100	3,400,500	—	—	Stony Brook 100	287,300	M. & N.	—
Camden and Amboy 100	5,847,800	F. & A.	Feb. '71 5	Manchester & Lawrence 100	1,000,000	M. & N.	May '71 5	Stockbridge & Pittsfield 100	445,700	—	—
Camden and Atlantic 50	377,100	—	—	Marietta & Cincinnati 50	820,773	—	—	Summit Branch 100	250,000	F. & A.	Feb. '71 3
“ “ “ pref. 50	553,69	—	—	“ 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Syr., Bingham, and N. Y. 100	1,314,130	—	—
Camden & Burlington Co. 100	331,000	—	—	“ 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Taunton Branch 100	400,000	J. @ D.	July '71 4
Cape Cod 60	915,577	J. & J.	Jul. '71 24	Memphis and Charleston 100	4,000,000	F. & A.	Dec. '70 2	Tennessee and Alabama 100	595,922	—	—
Cape May and Millville* 50	447,000	J. & D.	June '71 3	Memphis and Ohio 100	570,000	J. & J.	July '71 5	Terre Haute and Indiana 100	1,988,150	J. & J.	Jan. '71 6
Catawissa 100	1,159,600	—	—	Metropolitan (Boston) 100	1,250,000	J. & J.	July '71 5	Third Avenue (N. Y.) 100	1,760,000	—	May '70 3
Catawissa, pref. 50	2,200,000	M. & N.	May '71 3	Michigan Central 100	13,225,848	J. & J.	July '71 5	Thirteenth and Fif. (Ph.) 50	757,575	J. @ J.	July '71 2
Cayuga & Susquehanna* 50	689,110	J. & J.	July 71 4	Michigan Central 100	13,225,848	J. & J.	July '71 5	Tol., Peoria and Warsaw 100	2,700,000	—	—
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	May '71 3	Middleboro' and Taunton 100	149,029	J. & D.	Dec. '70 2	Tol., Peoria and Warsaw 100	1,700,000	J. @ J.	January, 1870, 11,44
Central of Georgia 100	4,566,300	J. & J.	Dec. '70 4	Middlesex (Boston) 100	400,000	A. & O.	Apr. '71 3	Tol., Wabash and West. 100	14,700,000	—	—
Central of New Jersey 100	15,000,000	J. & J.	June '71 3	Mill Creek and Minehill* 50	323,376	J. & J.	July '71 6	Troy and Boston 100	607,111	M. & N.	May '70 3
Central Ohio 100	2,425,000	J. & J.	Dec. '70 4	Milville and Glassboro* 100	405,020	F. & A.	Feb. '70 5	Troy and Greenbush* 100	274,400	J. & D.	Jun. '71 3
Do. pref. 100	400,000	J. & J.	Oct. '69 24	Milw. & St. Paul 100	11,422,664	—	Dec. '70 5	Union Transport'n (Bos.) 100	200,000	M. & N.	Nov. '70 4
Con. Park, N. & E. River 100	970,000	A. & O.	Apr. '71 4	Milw. & St. Paul 100	10,420,900	—	Dec. '70 7	Union (Phila.) 100	1,300,000	J. & D.	July '71 1
Cheshire, preferred 100	2,085,925	M. & S.	Mar. '71 5	M. Hill & Schuylik Haven 50	3,856,450	J. & J.	July '71 3	Vermont and Canada* 100	1,066,900	J. & J.	July '70 3
Chicago and Alton 100	8,925,000	M. & S.	Mar. '71 5	M. Hill & Schuylik Haven 50	3,856,450	J. & J.	July '71 3	Vermont Central 100	5,457,450	J. & J.	July '71 1
Chicago and Alton* 100	8,925,000	M. & S.	Mar. '71 5	Mobile and Ohio 100	4,269,820	J. & J.	Dec. '70 6	Vermont and Canada* 100	1,066,900	J. & J.	July '71 1
Chicago and Quincy 100	16,590,210	M. & S.	Mar. '71 5	Montgomery & W. Point 100	1,644,104	J. & D.	Dec. '67 4	Vermont Central 100	2,500,000	M. & N.	May '70 3
Chicago, Iowa & Nebras* 100	1,000,000	M. & S.	Mar. '71 5	Morris and Essex* 50	1,900,950	J. & D.	Jun. '71 3	Vermont Central 100	1,000,000	J. & J.	Dec. '70 6
Chicago and Milwaukee* 100	2,427,000	J. & J.	Mar. '71 5	Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4	Vicksburg and Meridian 100	357,408	—	—
Chicago & N. Western 100	14,676,629	J. & J.	Mar. '71 5	Nashville and Chattanooga 100	2,056,544	F. & A.	Dec. '70 6	Virginia Central 100	1,235,679	—	—
“ “ “ pref. 100	20,370,293	J. & J.	Mar. '71 5	Naugatuck 100	1,818,000	F. & A.	Dec. '70 6	Virginia and Tennessee 100	3,500,300	—	—
Chicago, R. I. & Pacific* 100	17,000,000	A. & O.	Apr. '71 4	New Bedford & Taunton 100	500,000	A. & O.	Apr. '71 4	Western Union 100	2,707,692	—	—
Chemung 100	1,000,000	J. & J.	July '71 2	New Haven & N. London 100	738,538	F. & A.	Dec. '70 6	West Jersey 100	1,209,000	F. & A.	Dec. '70 5
Chester, preferred 100	2,085,925	M. & S.	Mar. '71 5	New Jersey 100	7,297,200	F. & A.	Feb. '71 5	West Philadelphia 100	249,100	J. & J.	Dec. '70 6
Chicago and Alton 100	8,925,000	M. & S.	Mar. '71 5	New London Northern 100	1,003,500	A. & O.	Dec. '70 4	Wilm. and Weldon 100	1,463,775	—	—
“ “ “ pref. 100	10,000,000	A. & O.	Apr. '71 4	New York & New Haven 100	9,000,000	J. & J.	July '71 6	Vicksburg and Meridian 100	357,408	—	—
Cincinnati City Passenger 100	12,000,000	J. & J.	Jan. '71 4	New York & New Haven 100	2,000,000	J. & J.	July '71 6	Virginia Central 100	1,983,563	J. & D.	June '71 3
Cincinnati Street 100	192,750	M. & N.	May '71 3	Ning. Bridge & Cunard* 100	1,000,000	J. & J.	July '71 6	Chesapeake and Ohio 25	8,228,582	—	—
Cin., Sand. & Clev. pref. 50	425,646	M. & N.	May '71 3	Ning. Bridge & Cunard* 100	1,000,000	J. & J.	July '71 6	Delaware and Hudson 100	16,335,350	F. & A.	Feb. '71 4
Citizens' Passenger (Phil.) 50	1,024,000	F. & A.	Dec. '70 3	Norfolk & Petersb. g. 100	137,500	J. & J.	July '71 6	Delaware and Raritan 100	15,000,000	F. & A.	Feb. '71 5
Cleveland and Mahon 50	2,056,759	M. & N.	May '71 3	Northern Central 100	4,000,000	A. & J.	July '71 3	Eric of Pennsylvania 50	5,847,677	J. & A.	Feb. '71 6
Cleveland and Pittsbugh* 50	7,494,588	M. & N.	May '71 3	Northern Eastern (S.C.) pref. 100	150,000	M. & N.	May '71 3	Lehigh Coal and Navigat. 50	8,739,800	M. & N.	May '71 3
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 24	Northern N. Hampsh. 100	1,068,400	J. & D.	Dec. '70 6	Monongahela Navigation 50	520,000	F. & A.	Feb. '71 6
Columbus and Xenia* 50	1,786,800	M. J. S. D.	June '71 2	North Pennsyl. 50	3,150,150	J. & D.	Dec. '70 6	“ (preferable) 100	1,175,000	F. & A.	Feb. '71 6
Concord 50	1,500,000	M. & N.	July '71 5	North Pennsyl. 50	2,364,400	A. & O.	Apr. '71 4	Pennsylvania 50	4,300,000	F. & A.	Feb. '71 6
Coney Island & Brooklyn 100	350,000	J. & J.	July '71 5	North Pacific 50	2,000,000	A. & O.	Apr. '71 4	Schuy. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '71 6
Conn. & Passum. N. pref. 100	2,094,000	F. & A.	Dec. '70 3	North Pacific 50	4,952,450	J. & J.	July '71 3	“ (prefer.) 50	2,88,977	F. & A.	Feb. '71 6
Connecticut River 100	1,700,000	J. & J.	July '71 5	North Pacific 5							

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,299	81,156	95,828	121,703	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	508,270	556,080	532,657	511,854	609,788	579,642	535,369	487,659	5,670,882
1870.....	413,104	394,176	488,333	633,758	765,719	729,274	788,099	807,815	777,183	828,447	746,800	612,808	7,985,513
1871.....	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	109,850	101,365	104,372	122,084	132,301	145,542	149,137	167,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	200,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,932	408,999	426,752	350,102	330,169	3,802,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,063
1870.....	281,109	316,037	342,897	348,039	405,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	343,590	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	109,850	101,365	104,372	122,084	132,301	145,542	149,137	167,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,606	6,114,566
1865.....	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867.....	696,147	574,664	766,398	774,290	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,581,471
1869.....	892,093	880,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1870.....	706,025	753,782	885,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:	242,206	236,160	242,509	236,435	193,059	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,018,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	209,169	274,021	249,355	319,012	317,887	339,239	319,573	284,166	8,273,719
Illinois Central:	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,788	414,543	410,336	372,593	359,463	3,445,827
1862.....	299,944	271,085	275,643	289,224	334,687	407,992	343,029	511,305	478,576	496,433	437,679	424,531	4,571,028
1863.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1864.....	571,536	528,972	616,665	516,008	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1865.....	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	604,066	6,546,741	.....	.....
1866.....	647,120	524,871	417,071	404,271	477,027	516,493	523,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1867.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714*	794,325	888,967	931,530	685,401	651,041	7,817,629
1868.....	659,138	524,693	709,645	586,282	640,975	778,261	696,228	841,363	979,401	914,408	814,413	696,677	8,823,482
1869.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1870.....	639,541	565,416	606,845	585,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,564	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	108,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
Michigan Central:	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	205,056	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	301,186	3,168,066
1864.....	252,436	278,848	348,802	338,278	271,553	266,780	263,244	346,781	408,445	410,510	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	321,501	321,013	392,942	456,973	511,820	410,826	390,671	4,500,261
1869.....	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	453,873	387,827	4,755,958	.....
1871.....	418,755	442,665	441,085	470,703	480,47	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	319,763	240,755	261,143	316,266	401,900	369,356	366,412	350,565	751,738	1,101,771	775,616	438,323	5,685,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,647	724,732	1,040,102	801,195	96,066	7,250,069
1870.....	396,171	382,823	377,671	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	483,584	662,567	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,888	203,596	2,024,860
1870.....	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,599
1871.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,960	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,256	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867.....	242,703	219,065	279,647	284,729	252,939	240,135	234,633	322,5					

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.		Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.
National Securities July 1, 1871.											
Loan of June 14, 1858	\$6,045,000	5	Jan. & July.	1874	105 ^{1/2}		Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890
..... coupon	13,955,000	5	"	1874	106 ^{1/2}		—Defense Loan Bonds	3,651,398	6	"	1883 105
Loan of February 8, 1861	13,568,000	6	Jan. & July.	1880	114 ^{1/2}		—Southern Relief Bonds	100,000	6	"	1873
..... coupon	4,847,000	6	"	1880	115 ^{1/2}		Massachusetts—State Script	324,000	5	Jan. & July	74-75
Oregon War Bonds of March 2, 1861	945,000	6	Jan. & July.	1881	110 ^{1/2}		—Union Fund Loan of 1861	275,000	5	April & Oct.	73-74
Loan of July 1, and Aug. 3, 1861	123,755,350	6	Jan. & July.	1881	114 ^{1/2}		—Coast Defense Loan	600,000	5	"	72-77
..... coupon	65,562,750	6	"	1881	115 ^{1/2}		—Bounty Loan of 1863	320,000	5	May & Nov.	72-80 97
Loan of Feb. 25, 1862	81,928,800	6	May & Nov.	1882	114 ^{1/2}		—of 1864	3,000,000	6	June & Dec.	72-77
..... (5-20s)	381,804,700	6	"	1882	115 ^{1/2}		—of 1864	4,379,500	5	Jan. & July	71-76
Loan of March 8, 1863	53,190,950	6	Jan. & July.	1881	114 ^{1/2}		— (stg.)	4,000,744	5	May & Nov.	1894
..... coupon	21,809,050	6	"	1881	115 ^{1/2}		—War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886 100
Loan of March 3, 1864	2,619,600	6	May & Nov.	1884	112 ^{1/2}		—Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871
..... (5-20s)	42,606,000	6	"	1884	113 ^{1/2}		—T. & G. R. R. & Hoosac T. stg.	3,606,580	5	"	88-90 97
Loan of March 8, 1865	43,359,400	6	May & Nov.	1885	113 ^{1/2}		—Southern Vermont R. R.	966,500	5	"	91-98 98
..... (5-20s)	46,074,050	6	"	1885	114 ^{1/2}		—Eastern R. R.	200,000	5	Jan. & July	1890
..... 2d series (5-20s)	121,576,750	6	Jan. & July.	1885	111 ^{1/2}		—Norwich & Worcester	50,000	5	Jan. & July	1871
..... (5-20s)	65,684,000	6	"	1885	113 ^{1/2}		—Bos. Hartf. & Erie (stg.)	400,000	5	"	1900
..... 3d series (5-20s)	176,899,150	6	Jan. & July.	1887	113 ^{1/2}		Michigan—Renewal Loan Bonds	3,599,024	6	"	1878
..... (5-20s)	88,786,950	6	"	1887	113 ^{1/2}		—Two Million Loan Bonds	160,000	6	"	78-83 100
..... 4th series (5-20s)	239,460,000	6	Jan. & July.	1888	113 ^{1/2}		—War and Bounty Loan Bonds	1,621,000	6	May & Nov.	1890
..... (5-20s)	11,621,500	6	"	1888	113 ^{1/2}		—Sault St. Marie Canal Bonds	478,000	7	Mar. & Sept.	1879
Loan of March 3, 1864	27,797,450	6	Mar. & Sept.	1904	110 ^{1/2}		—Sioux War Loan Bonds	86,000	6	Jan. & July	1879
..... (10-40s)	137,413,250	5	"	1904	112		—*Railroad Loans Bonds	250,000	7	Jan. & July	77-79
Consois of July 14, '70 & Jan. 20, '71	57,154,050	5	F. M. A. & N.	1881	---		Mississippi—*State Bonds (for banks)	2,000,000	6	May & Nov.	1883
Consois	52,473,050	5	"	1881	---		Missouri—State Bonds proper	438,000	6	Jan. & July	1883
Consois	7,191,100	4	F. M. A. & N.	1886	---		—Interest Bonds of 1868	2,727,000	6	Dem. & July	1888
Consois	—	4	"	1886	---		—Railroad Loans	13,112,000	6	"	74-90 96
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	31,885,000	3	F. M. A. & N.	1901	---		—South Pacific, guar.	1,589,000	7	"	1876 79
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3	"	1901	---		—Hannibal and St. Joseph	3,000,000	6	"	73-87 93
Certificates of Indebtedness 1870 (cur.)	678,000	4	Dem.	1875	---		Nebraska—(No Debt)	500,000	15	Jan. & July	1872
Pacific R. R. Bonds (currency)	64,618,832	6	Mar. & July.	1865	95-99		Nevada—State Loan Bonds	899,200	6	"	71-78 100
U. S. Notes and Fractional Currency	396,679,380	nil	---	---	---		New Hampshire—War Loan of July 1, 1861	600,000	6	Mar. & Sept.	84-89 100
State Securities. Interest dates.											
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	70		New Jersey—War Loan of 1861 (free)	1,000,000	6	April & Oct.	71-74 100
..... (extended)	2,414,800	5	"	1872	70		—of Oct. 1, 1865	1,299,000	6	Jan. & July	71-84
..... (sterling)	688,000	6	June 1.	1870	---		—of 1863 (free)	1,002,900	6	"	86-96 107
..... (extended)	82,500	6	Jan. & July.	1886	---		—of 1864	593,400	6	"	97-02
..... (new)	1,316,700	8	"	1886	103 ^{1/2}		New York—Bounty Fund Stocks	1,478,000	7	"	1877 109
Arkansas—State Bonds (refunded)	4,430,000	7	Jan. & July.	1859	57		—General Fund Stocks	21,069,000	7	"	1877 110
..... (Aid R. R's.)	—	7	April & Oct.	1900	---		—Canal Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111		—State Bonds (old)	800,000	6	"	1878
..... 1860	138,500	7	"	1880	---		—State Bonds (new)	348,000	5	"	pleas.
..... Relief Fund Bonds of 1863	424,500	7	"	1883	---		—Funding & C. Bonds of '66-'68	900,000	5	"	1875 106
..... Bounty Fund Bonds of 1864	805,000	7	"	1884	---		—Special Tax Bonds	2,257,900	6	J. A. J. & O.	1872
..... Central Pacific R. R. Loan of 1865	1,500,000	7	"	1885	---		—Union Tax Bonds	1,510,100	6	"	1873 107
Connecticut—War Bonds of 1861, (10-20s)	5,927,000	6	Jan. & July.	1861	81-82		—State Bonds for R. R. (old)	2,099,000	6	April & Oct.	1874 107
..... of 1863, (20s)	—	6	April & Oct.	1884	106 ^{1/2}		—State Bonds for R. R. (new)	1,106,420	5	"	1874
..... of 1864, (10-20s)	867,500	6	"	1885	---		—Funding & C. Bonds of '66-'68	1,473,800	6	Jan. & July	71-91 46
..... of 1865, (20s) free	300,000	6	Jan. & July.	1898	---		—Inclined Plane Loan	3,639,400	6	April & Oct.	71-91
Florida—State Bonds 1865	200,000	6	"	1898	---		—Military Loan	2,626,000	6	Jan. & July	92-98 27
..... 1869	—	6	Various.	1871-74	90		—State Stocks (old)	1,234,317	6	April & Oct.	1870
Georgia—W. & At. R. R. 1841 to 1844	1,023,000	6	Various.	1872-74	93		—State Stocks (new)	1,600,000	6	Jan. & July	1875
..... 1842 to 1848	273,000	6	Feb. & Aug.	1878-86	87		—Funding & C. Bonds of '66-'68	4,006,399	6	"	1881 105
..... At. & Gulf R. R. 1858 to 1860	800,000	7	Jan. & July.	1886	94		—Special Tax Bonds	11,407,000	6	Jan. & July	1871
..... Bonds (Act March 12, 1865)	3,700,000	7	"	1887	100		—Union Loan (Columbus)	3,697,975	6	May & Nov.	1871
Illinois—Interest Bonds of 1847	980,696	6	Jan. & July.	1877	100		—Oregon—Relief and Bounty Bonds	1,284,317	6	Jan. & July	74-84
..... Stock of 1857	134,311	6	"	1877	100		Pennsylvania—Redemption Loan of 1867	2,900,000	6	April & Oct.	1872
..... Refunded Stock Bonds	348,000	6	"	1879	---		—Inclined Plane Loan	1,821,400	6	"	1872
..... Normal University Bonds	45,000	6	"	1879	---		—Military Loan	1,237,050	6	April & Oct.	1879
..... Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	---		—State Stocks (old)	400,000	6	Feb. & Aug.	1870
..... War Loan Bonds	416,800	5	Jan. & July.	1879	---		—(old)	2,769,250	6	Jan. & July	1871
Indiana—State Bonds	204,000	6	May & Nov.	1888	---		—(old)	384,000	5	Feb. & Aug.	1882
..... War Loan Bonds	300,000	7	Jan. & July.	1881	---		—(old)	3,377,000	5	Feb. & Aug.	1882
Iowa—War and Defense Bonds of 1861	100,675	7	"	1881	---		—(old)	112,000	4	Jan. & July	1882
Kansas—State Bonds	—	—	Various.	1882-89	---		Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882
..... military	309,300	5	Mar. & Sept.	1872	---		—of 1863	736,000	6	Jan. & July	1883
Kentucky—State Bonds of 1841-42	1,023,000	5	Jan. & July.	1893	71		—of 1863	239,000	6	April & Oct.	1883
..... of 1843	276,000	5	"	1893	71		—of 1864	841,000	6	Feb. & Aug.	1894
..... military	176,000	7	"	1889	---		—State Capitol bonds	303,343	6	Jan. & July	1870
Louisiana—Charity Hospital	1,059,500	7	Jan. & July.	1889	68		—Funding & C. Bonds of '66-'68	484,445	5	"	1868
..... State Bonds, general	561,000	5	"	1889	69		—Blue Ridge R. R. bonds (sig.)	970,000	6	April & Oct.	1878
..... Railroad Bonds	2,052,000	8	Jan. & July.	1886	69		—State Capitol bonds	1,997,738	6	Feb. & Aug.	1878
..... Levee Bonds 1865	1,000,000	5	May & Nov.	1907	71		—Funding Debt of 1866 & coup.	1,451,700	6	Jan. & July	87-97
..... 1867	4,000,000	8	Mar. & Sept.	1875	85		—Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888
..... 1870	3,000,000	6	Jan. & July.	1886	85		—Funding & Special Bonds '68	1,692,150	6	"	1888
..... Funded coupons 1866	997,300	6	"	1886	85		—(old)	1,398,640	5	April & Oct.	Var.
..... Funded Floating Debt	3,000,000	6	May & Nov.	1910	62		—(old)	2,706,000	6	"	1888
..... Ship Canal Bonds of 1869	474,000	7	Mar. & Sept.	1899	---		—(old)	24,068,500	6	Jan. & July	long
..... Penitentiary Bonds of 1869	500,000	7	"	1899	---		—(old)	2,172,000	6	"	1888
..... N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1899	---		—(old)	4,069,503	6	"	71
Maine—State Bonds	301,000	6	Various.	1871	---		Texas—No legal debt	239,166	5	"	"
..... War Loan of April 25, 1861	800,000	6	"	1871	---		Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-78 101
..... of Jan. 31, 1863 (cur.)	525,000	6	Mar. & Sept.	1883	100		—Certificates	201,000	6	"	71-78
..... Mar. 26, 1863 (cur.)	475,000	6	Feb. & Aug.	1883	100		—Bonds	21,617,578	6	Jan. & July	long
..... of Mar. 19, 1864 (cur.)	2,832,500	6	June & Dec.	1889	---		—Coupon Bonds	11,108,000	6	"	54
..... Municipal War Debt assumed (cur.)	3,084,400	6	April & Oct.	1889	100		—Bonds	1,865,900	5	"	65
Maryland—Balt. & Ohio R. R. Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	---		—(stg.)	1,872,968	6	"	71
..... converted	448										

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	86
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	95	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1894	90
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	...
1st Mortgage Eastern Ex.....	59,000	....					2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	"	'95-'96	...
Bonds to State of Pennsylvania.....	3,500,000	....					Central of Georgia:						
Androscoggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	100
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	103
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....						
1st Mortgage (Ohio).....	6,000,000	7*	"	"	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....		7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	87
1st Mortgage (Buffalo Extension).....		7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....		7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1885	99
2d Mortgage (New York).....	3,000,000	7*	"	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	...
2d Mortgage (Pennsylvania).....		7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	102
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	National Loan.....	25,881,000	6	"	"	1895	...
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1885	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"	1885	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	...
Income Mortgage.....	8,701,806	7*	"	"	1885	....	Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	...
1st Mortgage Consolidated.....	2,000,000	—	&	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	6* May & Nov.						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	96
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1873	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	95	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	...
Loan of 1850.....	579,500	6	"	"	1880	95	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	101
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883	93
Baltimore City Loan of 1865.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	114
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1890	...
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4	July.	Frankfort.	1890	...
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	400,000	7	March & Sept.	New York.	1890	...
Bellefontaine:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.).....	651,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	...
Bellefonte and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	...
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	....	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	86	1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	86	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	98
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee (45 m ²):						
Boston and Albany:							1st Mortgage (C. and N. W.):	397,000	7	May & Nov.	New York.	1874	95
Sterling Loans.....	2,051,520	6*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Pref. sinking fund bds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	100
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	94
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,692,500	7	Feb. & Aug.	"	1886	99
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94	1st Mortgage, Green Bay Ext.	300,000	7	April & Oct.	"	1874	87
2d Mort. conv. (1st M. on 22 ¹ / ₂ m.).....	100,000	6	Jan. & July.	Boston.	1870	99	Equipment Bonds.....	101,000	7	Jan. & July.	"	1884	...
2d Mort. conv. (1st M. on 22 ¹ / ₂ m.).....	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1878	...
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89	Elgin and State L. purchase bds.....	138,000	6	"	"	1915	93
Boston, Hartford and Erie:							Consolidated sinking fund bonds.....	2,077,000	7	F. M. A. & N.	"	1888	...
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	55	Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	98
1st Mortgage (new) for \$20,000,000.....		7	Jan. & July.	"	1899	26	1st Mort. (Gal. & Chic. U. R.R.).....	1,807,000	7	Feb. & Aug.	"	1882	99
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R.R.).....	985,000	7	May & Nov.	"	1875	95
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.).....	855,000	7	March & Sept.	"	1898	92
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	1st Mort. (Chi. Mil. R. W. 88 m).....	1,129,000	7	Jan. & July.	"	1898	...
Wharf purchase bonds.....	200,000	6	"	"	1879	99	1st Mortgage (Beloit & Mad. R.).....	354,000	7	"	"	1888	...
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	...
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.).....	7,376,000	7	"	"	1896	100
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	1886	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	1886	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	89	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	2d Mortgage.....	1,250,000	7	May & Nov.	New York.	1880	...
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	60
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	New Mortgage.....	282,000	7	"	"	1877	...
Buffalo, New York and Erie:							Cincinnati and Indiana:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	...
2d Mortgage.....	380,000	7	May & Nov.	"	1872	88	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	80
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1919	90	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	...
Burlington and Missouri River:							2d Mortgage.....	800,000	7	March & Sept.	"	1893	...
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	98	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	Cincinnati and Martinsville:						
2d Convertible bonds.....	600,000	7	"	"	1875	....	1st Mort. (guar. by I. C. & Lnf.).....	400,000	7	Jan. & July.	New York.	1895	...
3d Convertible bonds.....	958,545	8	"	"	1894	104	Cincinnati, Richmond & Chicago:						
California Pacific:							1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	...
1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....	2d Mortgage.....	65,000	7	"	"	1889	...
Camden and Amboy:							1st Mortgage.....	1,300,000	7	May &			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Clev., Painesv. & Ash. (L. Shore):						Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1827
2d Mortgage.....	1,000,000	7	" " "	"	1880	...	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	95	3d Mortgage.....	6,000,000	7	" "	"	1883
Cleveland & Toledo (Lake Shore):						4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	
1st Mort. (June, R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888
1st Mort. (June, R. R. 2d Div.)	116,000	7	June & Dec.	"	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102	Sterling Loan £280,000	4,844,444	6*	March & Sept.	London.	1875
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	95	Erie and Pittsburg:					
Columbia and Augusta:						1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	"	1875
Columbus, Chicago & Ind. Cent.:						New Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage skg fund.	15,000,000	7	April & Oct.	New York.	1908	87	Evansville and Crawfordsville:					
Consol. 2d Mortgage skg fund.	5,000,000	7	Feb. & Aug.	"	1909	72	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869
Columbus and Indiana Central:						1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	...	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881
Income Bonds.....	1,243,000	7	" "	"	1881	...	Fall River, Warren & Providence:					
Columbus and Hocking Valley:						1st Mortgage.....	200,000	7	— & —	Providence.	18—	
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897	...	Flemington:					
Columbus and Xenia:						1st Mortgage guaranteed.....	100,000	6	— & —	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:					
Connecticut and Passaic Riv.:						1st Mortgage.....	1,520,500	7	— & —	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (U.N. & W.):					
Notes of '66 and '67, free.....	295,000	7	" "	"	176-177	101	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1892
Connecticut River:						2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:					
Connecting:						Bonds.....	592,000	7	J. & J.	Augusta.	70 ¹ -75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:					
Cumberland and Pennsylvania:						1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand River Valley:					
2d Mortgage sinking fund.....	798,000	6	May & Nov.	"	1885	...	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886
Cumberland Valley:						Grand Trunk (Ca.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—
2d Mortgage.....	109,500	8	" "	"	1904	...	2d Preference Bonds.....	7,355,986	5*	" "	"	18—
Danbury and Norwalk:						3d Preference Stock.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	" "	18—
Danv., Urbana, Blooming. & Pekin:						Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—
Dayton and Michigan:						Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	...
2d Mortgage.....	642,000	7	March & Sept.	"	1884	...	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73-76
3d Mortgage.....	700,000	7	April & Oct.	"	1888	...	Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	77-78
Dayton and Union:						Stock Debentures £46,700.....	226,500	5*	— & —	"	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Great Western of Illinois:					
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868
Income Bonds.....	252,445	6	" "	"	1879	...	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888
Dayton and Western:						1st Mortgage (General).....	2,500,000	7	" "	" "	94	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893
2d Mortgage.....	463,000	6	Jan. & July.	"	1905	...	Greenville and Columbia:					
Delaware:						1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Hannibal and St. Joseph:					
Guaranteed Bonds.....	100,000	6	" "	"	1875	...	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881
State Loan.....	170,000	6	" "	"	1876	...	Convertible bonds.....	50,000	7	Jan. & July.	" "	1883
Extension Mortgage.....	100,000	6	" "	"	1880	...	Eight per cent. Loan.....	1,334,000	8	" "	" "	1874
Delaware, Lackaw. & Western:						Ten per cent. Loan.....	904,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	" "	1885
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	100	1st Mort. (Quincy and Palmyra).....	500,000	8	" "	" "	104
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	97	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" "	" "	1891
Des Moines Valley:						1st Mort. (Harrisburg and Lancaster).....						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873
Detroit and Milwaukee:						Hartford, Providence and Fishkill:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876
2d Mortgage.....	1,000,000	8	" "	"	1875	...	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	Jan. & July.	Hartford.	1876
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	Philadelphia.	1875	...	Hempfield:					
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872
Bonds of June 30, 1866, (cond.)	1,861,639	6	" "	"	1886	...	Housatonic:					
Detroit, Mon. & Tol. (M. S. & N. L.)						1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1878	96	2d Mortgage.....	100,000	7	" "	"	1885
Detroit and Pontiac (Detr. & Mil.):						Houston and Texas Central:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891
1st Mortgage.....	150,000	7	April & Oct.	"	1878	...	Hudson River:					
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885
Dubuque and Sioux City:						3d Mortgage.....	183,000	7	May & Nov.	" "	103	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	Huntington and Broad Top Mt.:					
1st Mortgage (construction).....	660,000	7	Jan. & July.	"	1894	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	85
Dubuque Southwestern:						Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Illinois Central:					
2d Mortgage, ordinary.....	450,000	7	" "	"	1895	...	Construction.....	3,187,500	7	April & Oct.	New York.	1875
East Brandywine & Waynesburg:						Construction.....	332,000	6	" "	" "	106	
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Redemption.....	2,500,500	6	" "	" "	1875
East Pennsylvania:						Redemption, sterling.....	2,500,000	6*	" "	" "	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	101	Illinois and Southern Iowa:					
East Tennessee and Georgia:						1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886
Tennessee Loan (1860).....	430,277	6	" "	"	1888	...	1st Mortgage.....	500,000	7	April & Oct.	"	52
Mortgage (old).....	640,000	6	" "	"	1880	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888
Mortgage (new).....	136,400	7	" "	"	1880	...	1st Mortgage.....	397,000	7	May & Nov.	New York.	1881
East Tennessee and Virginia:						1st Mortgage.....	1,272,000	7	Jan. & July.	New York.	1886	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884
Tennessee Loan (1860).....	600,000	6	" "	"	1898	...	1st Mortgage.....	345,000	7	April & Oct.	"	95
Tennessee endorsed bonds.....	178,000	6	" "	"	1888	...	2d Mortgage.....	2,107,000	7	April & Oct.	New York.	1873
Eastern:						1st Mortgage.....	2,000,000	7	April & Oct.	"	82	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	...	1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1875
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	...	2d Mortgage.....	2,000,000	7	April & Oct.	"	75
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	"	1876	96	1st Mortgage.....	345,000	7	April & Oct.	New York	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Junction, Philadelphia:											
1st Mortgage, guaranteed.....	800,000	8	April & Oct.	Philadelphia.	1896	89	Mobile and Montgomery:				
Kentucky Central:							1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.
1st Mort. (Covington & Lexington).....	128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.
2d Mortgage (do.).....	734,000	7	— & —	" "	1883	....	1st Mortgage, Sterling.....	4,593,000	8*	" "	Mobile.
3d Mortgage (do.).....	237,000	7	— & —	" "	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.
Keokuk and St. Paul:							Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	556,421	8	" "	New York.
Knoxville and Charleston:							Interest bonds.....	697,900	8	" "	Mobile.
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:				
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:				
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	" "	Mobile.
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	" "	1881
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:				
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.
2d Mortgage (Extension).....	400,000	7	May & Nov.	" "	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "
Lake Erie and Louisville:							Nashville and Chattanooga:				
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.
Lawrence:							Tenn. State Loan.....	150,000	6	" "	1892
1st Mortgage.....	360,000	7	" "	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	" "	1892
Lehigh and Lackawanna:							Nashville and Decatur:				
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.
1st Mort. (exchangeable for new).....	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	" "	New York.
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	" "	1893	95	Nashville and Northwestern:				
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	" "	1872	94	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.
Little Miami:							1st Mortgage.....	792,050	6	" "	" "
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:				
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.
Little Rock and Fort Smith:							1st Mortgage.....	600,000	7	Jan. & July.	New York.
1st Mortgage for \$3,500,000.....	6*	.....		Boston	....		1st Mortgage.....	250,000	7	Jan. & July.	New York.
Little Schuylkill:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100	New Bedford and Taunton:				
Long Island:							1st Mortgage.....	1,100,000	6*	May & Nov.	London.
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	Newcastle and Beaver Valley:				
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	" "
Louisville, Cincinnati and Lexington:							1st Mortgage.....	300,000	7	May & Nov.	New York.
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	New Haven and Northampton:				
2d Mortgage.....	1,000,000	8	April & Oct.	" "	1897	85	1st Mortgage.....	1,000,000	7	Jan. & July.	New Haven.
Louisville and Frankfort:							Convertible bonds.....	400,000	6	April & Oct.	1890
1st Mortgage.....	88,000	6	Jan. & July.	New York.	170-78	....	New Jersey:				
Louisville Loan.....	100,000	6	" "	" "	1881	....	Company Bonds (var. issues).....	800,000	6	Feb. & Aug.	New York.
Louisville and Nashville:							1st Mortgage.....	60,000	7	Jun. & Dec.	New London.
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	69-77	95	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	70-75	96	1st Mortgage.....	230,000	7	April & Oct.	New York.
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	" "	1870	....	1st Mortgage.....	1,274,100	8	Jan. & July.	New York.
1st Mort. Lebanon Branch Ext.	58,000	7	May & Nov.	" "	80-85	92	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	" "
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	86-87	....	1st Mortgage.....	60,000	7	" "	1890
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....	1st Mortgage.....	370,000	7	" "	1895
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....	1st Mortgage.....	1,842,000	8	April & Oct.	" "
Consolid. 1st mort. for \$3,000,000.....	2,000,000	7	" "	" "	1898	89	1st Mortgage for \$3,000,000.....	1,274,100	8	Jan. & July.	New York.
Louisville, N. Albany & Chicago:							2d Mortgage for \$1,500,000.....	1,157,000	8	" "	1890
1st Mort., New Albany & Salem.....	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Jackson & Gt. Wthn.:				
Macon and Brunswick:							1st Mortgage.....	6,000	7	Jun. & Dec.	New London.
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "
Mahany and Broad Mountain:							1st Mortgage.....	230,000	7	April & Oct.	New York.
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:				
Maine Central:							Premium, Sinking Fund Bonds.....	5,938,626	6	May & Nov.	New York.
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	190-91	90	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	" "
\$400,000 Loan.....	307,700	6	June & Dec.	" "	170-71	....	Bonds for B. & N. Falls R.R. Co.	7,600	6	May & Nov.	" "
Bangor City Loan.....	621,000	6	April & Oct.	Bangor.	1874	....	Bonds for railroad stocks.....	502,000	6	" "	" "
2d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	" "	1870	....	Bonds for real estate.....	162,000	6	" "	" "
Marietta and Cincinnati:							Bonds and mortgages.....	22,800	7	various.	" "
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98	Convertible bonds.....	195,000	7	Feb. & Aug.	" "
1st Mortgage, Sterling.....	1,050,000	7*	" "	London.	1891	90	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84	New York and Flushing:				
Scioto and Hocking Valley.....	300,000	7	" "	" "	1896	....	1st Mortgage.....	125,000	7	— & —	New York.
Memphis and Charleston:							1st Mortgage.....	3,000,000	7	May & Nov.	New York.
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	1,797,000	7	Feb. & Aug.	" "
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	....	Consolidated mortgage of 1863.....	1,059,500	6	April & Oct.	New York.
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	1st Mortgage.....	250,000	6	Feb. & Aug.	" "
Memphis and Little Rock:							1st Mortgage.....	250,000	6	May & Nov.	" "
Memphis State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Extension Bonds.....	250,000	6	May & Nov.	" "
Mortgage (road and land).....	1,300,000	8	May & Nov.	" "	1890	....	Norfolk and Petersburg:				
Ark. State Loan.....	900,000	7	Jan. & July.	" "	1897	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.
Michigan Central:							1st Mortgage.....	303,000	8	" "	" "
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	2d Mortgage for \$300,000.....	43,000	8	" "	Norfolk.
1st Mortgage, dollars, convertible.....	4,000	8	March & Sept.	New York.	1869	....	North Eastern:				
1st Mortgage, dollars, convertible.....	567,000	8	April & Oct.	" "	1882	....	1st Mortgage.....	700,000	7	March & Sept.	Charleston.
2d Mortgage.....	2,591,500	8	" "	" "	1882	119	2d Mortgage for \$300,000.....	145,000	7	" "	" "
Michigan Southern & North. Ind.:							North Missouri:				
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	102	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.
2d Mortgage.....	2,693,000	7	" "	" "	1877	97	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	" "
Detroit, Monroe & Toledo Mort. Mifflin and Centre County:							North Pennsylvania:				
1st Mortgage.....	924,000	7	Feb. & Aug.	" "	1876	97	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.
Milwaukee & Chicago, (40 miles):							2d Mortgage.....	360,000	10	April & Oct.	" "
2d Mortgage, (C. & N. W. R. R.).....	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	276,500	7	May & Nov.	" "
3d Mortgage, " ".....	10,500	7	June & Dec.	" "	1898	....	North Shore, L. I.:				
Milwaukee and St. Paul:							1st Mortgage.....	110,200	7	Jan. & July.	New York.
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1898	97	1st Mortgage.....	1,500,000	6	Jan. & July.	Baltimore.
2d Mortgage.....	1,390,000	7	April & Oct.	" "	1884	90	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	irred.
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	" "	1898	108	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "
2d Mortgage (P. du C.).....	736,000	7	" "	" "	1898	98	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" "
1st Mort. (Iowa and Minn. Div.).....	5,785,000	7	Jan. & July.	" "	1897	98	Consol. Mort. for \$6,000,000.....	2,010,000	6	Jan. & July.	" "
Mississippi Central:							Northern New Hampshire:				
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Company Bonds of 1854.....	120,000	6	April & Oct.	Baltimore.
2d Mortgage.....	1,997,000	8	Feb. & Aug.	" "	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.
Mississippi and Tennessee:							2d Mortgage.....	400,000	7	" "	" "
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	2d Mortgage (B. & O. R. R. Co.).....	458,500	8	Jan. & July.	Baltimore.
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	" "	1890	....	2d Mortgage (B				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Carolina:												
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		Portland and Kennebec:	\$230,000	6	April & Oct.	Boston.	1883
New Loan for \$800,000.....	8	"	"	"	1887		Consolidated Bonds.....	300,000	6	"	"	1896
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:					
1st Mort. (Mass. Loan) stg fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912
Steamboat mortgage.....	45,000	7	Feb. & Aug	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870		1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912
Equipment Bonds.....	300,000	8	"	"	"		1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872		2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898		2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912
Consolidated Mort. sterling.....	88,420	7	"	"	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897		Plattsburgh and Sacramento:					
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco.	1894
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage.....	525,000	10*	"	"	1894
Company Bonds.....	458,000	6	April & Oct.	"	1875		Providence, Warren and Bristol:					
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877		1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877
1st Mort. (Alex to Gordonsville)	400,000	6	May & Nov.	New York.	1873		Quincy and Toledo:					
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875		1st Mortgage.....	500,000	7	May & Nov.	New York.	1890
3d Mort. "	573,500	8	May & Nov.	Richmond.	1873		Raritan and Delaware Bay:					
4th Mort. "	331,700	8	March & Sept.	Alexandria.	1880		1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882		2d Mortgage.....	250,000	7	"	"	1888
Va. State Loan.....	249,962	6	"	"	1887		Equipment Bonds, convertible.....	296,000	7	"	"	1876
Osage Valley:							Reading and Columbia:					
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1918		Rensselaer and Saratoga:					
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"	1888
1st Mortgage.....	498,500	6	May & Nov.	New York.	1870-80		1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	"	1890
2d Mortgage.....	375,000	7	"	"	1885		2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	1887
Pacific of Mo.:							Richmond and Danville:					
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880		Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88
St. Louis Loan.....	700,000	6	"	"	1871-73		Bonds guaranteed by Virginia.....	181,600	6	"	"	'75-'76
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888		Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90
Panama:							Consolidated, registered.....	408,500	6	"	"	75-'90 75
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875		Rich, Fredericksburg & Potomac:	67,778	6	Jan. & July.	London.	1875
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872		Company Bonds, sterling.....	172,800	7	"	Richmond.	1875
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897		Company Bonds, dollar.....	130,500	7	June & Dec.	N. Y. & Rich.	1875
Paterson and Newark:							Richmond and Petersburg:	175,000	8	March & Sept.	Philadelphia.	1870
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.	1875
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870
1st Mortgage endorsed.....	160,000	7	— & —	New York.	1877		Richmond and York River:					
Peninsular (Michigan):							1st Mortgage.....	600,000	8	— & —	New York.	18—
1st Mortgage for \$16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899		Roanoke Valley (R. & Dan.):					
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'70
1st Mort. {	4,972,000	6	Jan. & July.	Philadelphia.	1880		Rockford, R. Island & St. Louis:					
2d Mort. {	2,583,000	6	April & Oct.	"	1875		1st Mortgage, convertible, S.F. free					
2d M. stg. {	2,283,840	6	"	"	1875		Rock Island and Peoria:					
General Mortgage.....	15,784,500	6	J. A. J. & O.	London.	1875		1st Mortgage.....	1,384,000	7	— & —	New York.	18—
State lien on whole property.....	5,924,717	6	April & Oct.	Philadelphia.	1910		1st Mortgage.....	571,000	7	June & Dec.	New York.	1891
Short Bonds and Debentures.....	1,109,224	6	J. A. J. & O.	Harrisburg.	1890		Sinking Fund (Watertown & Rome).....	757,500	7	March & Sept.	"	1880
Pennsylvania and New York:							1st Mort. (Potsdam & Watert.).....	611,500	7	June & Dec.	"	189-74
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—		Rutland and Burlington:					
Pensacola and Georgia:							1st Mort. conv. into pref. stock.....	1,800,000	7	Feb. & Aug.	Boston.	1863
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		2d Mort. conv. into com. stock.....	937,500	7	"	"	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—							
2d Mortgage.....	255,000	8	"	"	18—		1st Mortgage.....	400,000	10*	Jan. & July.	Sacramento.	1875
Peoria and Bureau Valley:							2d Mortgage.....	329,000	10*	Feb. & Aug.	"	1881
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—							
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:					
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		1st Mortgage (in Missouri 80 m.).....	1,400,000	10	March & Sept.	Boston.	1893
Perkiomen:							1st Mortgage (in Iowa 52 m.).....	150,000	10	"	"	107
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—		2d Mortgage.....	500,000	7	— & —	"	90
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:					
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	86
Philadelphia and Erie:							2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877		2d Mortgage Income (Series E).....	1,700,000	7	"	"	78
1st Mortgage (General).....	5,000,000	6	"	"	1881							
2d Mortgage.....	4,000,000	6	"	"	1901		St. Louis and Iron Mountain:					
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885		1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892
Philadelphia, German & Norristown:							St. Louis, Jacksonville & Chicago:					
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		1st Mortgage (in \$15,000 per mile).....	2,365,000	7	April & Oct.	New York.	1892
Philadelphia and Reading:							2d Mortgage (\$5,000 per mile).....	360,000	7	Jan. & July.	"	94
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890		St. Louis and St. Joseph:					
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871		1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893
Bonds of 1866-43-44-48 and 49.	2,497,800	6	"	"	1880		2d Mortgage.....	120,000	8	March & Sept.	"	1893
Bonds of 1867, convertible.....	143,500	6	"	"	1886		St. Paul and Pacific 1st Division:					
Bonds of 1868, Sterling.....	182,400	5*	"	"	1886		1st Mort. (70 m.) & 2d M. (10 m.).....	120,000	8	March & Sept.	New York.	1892
Bonds of 1868, Sterling, conv.....	288,000	7*	"	"	1886		1st Mort. (70 m.) & 2d M. (10 m.).....	700,000	7	Jan. & July.	"	1892
Bonds of 1868 for renewals.....	1,121,000	6	April & Oct.	"	1893		2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	London.	18—
Mort. bonds of '68, clear of taxes.....	2,700,000	7	"	"	1893		General Mort. for \$4,000,000.....	3,000,000	7	Jan. & July.	New York.	18—
Philadelphia and Trenton:							General Mort. for \$4,000,000.....	2,365,000	7	"	"	
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868		St. Paul and Sioux City:					
Philadelphia, Wilmington & Balt.:							1st Mort. for \$16,000 p.m.	100,000	7	Jan. & July.	New York.	1896
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884		St. Paul and Lowell:					
Bonds of 1866.....	1,000,000	6	April & Oct.	"	1884		1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1876
Bonds of 1867.....	945,000	6	"	"	1887		2d Mortgage.....	1,290,000	7	"	"	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Seaboard and Roanoke:											
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Vicksburg and Meridian:				
Selma and Meridian:							Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia. 1890
1st Mortgage.....	79,875	...	— & —	— & —	...	...	“ 2d class...	850,000	7		1890
2d Mortgage.....	52,000	...	— & —	— & —	...	...	“ 3d class...	154,000	7		1890
3d Mortgage.....	665,000	...	— & —	— & —	...	...	“ 4th class...	1,263,000	7		1890
Selma, Rome and Dalton:							Virginia and Tennessee:				
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	...	1st Mortgage.....	494,000	6	June & Dec.	New York. 1872
2d Mort. (Ala. and Tenn. River)	241,100	8	“	“	1864	...	2d Mortgage.....	23,500	6	“	1868
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	“	1887	...	3d Mortgage (Enlarged).....	990,000	6	“	1884
Shamokin Valley and Pottsville:							Income Bonds.....	138,500	6	“	1865
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Funding Bonds (\$1,000,000).....	736,000	8	“	1890
Sheboygan and Fond Lac:							Warren:				
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York. 1875
Sioux City and Pacific:							Warwick Valley:				
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	1st Mortgage.....	85,000	7	April & Oct.	New York. 1880
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	“	1898	...	Western Alabama:				
Somerset and Kennebec:							1st Mortgage, guar.....	500,000	7	April & Oct.	New York. 1888
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	West Wisconsin:				
2d Mortgage.....	250,000	6	“	“	1876	...	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London. 1884
Shore Line (N. H. & N. L.)							West Chester and Philadelphia:				
1st Mortgage, reconstruction.....	55,000	7	March & Sept.	New Haven.	1880	...	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia. 1873
South Carolina:							2d Mortgage, registered.....	1,000,000	8	April & Oct.	1878
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	71-85	...	West Jersey:				
Sterling Bonds £59,031 1/2.....	262,336	5*	“	Charleston.	71-85	...	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia. 1883
Domestic Bonds.....	418,016	6	“	“	“	...	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	1896
Domestic Bonds.....	563,500	7	April & Oct.	“	“	...	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	1899
Domestic Bonds.....	353,500	7	Jan. & July.	“	“	...	Western (Boston and Albany):				
South and North Alabama:							Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London. Boston. 1875
1st Mort. (\$16,000 p.m.) endorsed.....		8	— & —	New York.	1889	...	Dollar Bonds.....	795,000	6	“	1871
South Shore:							Western Maryland:				
1st Mortgage.....	150,000		April & Oct.	Boston.	1880	90	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore. 1890
South Side, Va.:							1st Mortgage unendorsed.....	400,000	6	“	1890
2d Mort. guar. by Petersburg.....	300,000	6	Jan. & July.	Petersburg.	70-75	...	2d Mort. for \$300,000, end. by B.	300,000	6	“	78
3d Mort. (for City Point R. R.).....	175,000	6	“	“	65-68	...	2d M. for \$300,000, end. by W.Co.	300,000	6	“	94
4th Mortgage.....	317,000	6	“	“	“	...	New Preferred mortgage.....	600,000	6	“	87
Consol. Mortgage.....		8	“	“	“	...	Western Pacific:				
South Side, L. L.:							1st mortgage.....	2,735,000	6*	May & Nov.	New York. 1899
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89	Government Lien.....	1,970,000	6	“	“
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia. 1883
South West Pacific:							Western Union:				
1st Mort. guar. by At&L & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York. 1886
Southern Minnesota:							Whitehall and Plattsburg:				
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	...	1st Mortgage.....	250,000	7	Jan. & July.	New York. 1873
Springfield and Columbus:							Wicomico and Pocomoke:				
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia. 1888
Staten Island:							Wilm., Charlotte & Rutherford:				
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York. '90-92
Sterling Mountain:							1st Mortgage guar. by State.....	8	“	“	1897
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	Wilmington and Manchester:				
Sullivan:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York. 1886
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	2d Mortgage, 2d pref.....	146,000	7	“	1886
2d Mortgage.....	250,000	6	Feb. & Aug.	“	1880	...	1st Mortgage, 3d pref.....	528,000	7	“	1886
Syracuse, Binghamton and N. Y.:							2d Mortgage.....	80,000	7	May & Nov.	1873
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	Wilmington and Weldon:				
Summit Branch:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London. 1881
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	1886
Sussex:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York. 1896
1st Mortgage.....	200,000	6	— & —	New York.	18—	78	3d Mortgage.....	500,000	6	May & Nov.	Baltimore. 1877
Tioga:							CANAL BONDS:				
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	98	Chesapeake and Delaware:				
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia. 1882
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89	Chesapeake and Ohio:				
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	“	1896	89	State (Md.) loan.....	2,000,000	6	J. A. J. & O.	Baltimore. 1870
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	“	1886	78	Sterling, guaranteed.....	4,375,000	5*	“	London. 1890
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore. 1885
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	96	Delaware Division:				
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	“	“	“	...	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia. 1878
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	“	1878	90	2d Mortgage.....	531,000	7	March & Sept.	New York. 1870
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	“	“	“	...	1st Mortgage (new).....	1,500,000	7	May & Nov.	1877
Equipm't Bonds (T. & W. 75m.)	600,000	7	“	“	1883	82	Delaware and Baratarian (See Cam				
Consol. M. (T. & W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	“	1907	99	Erie of Pennsylvania:				
Troy and Boston:							1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia. 1863
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Interest Bonds.....	161,960	7	“	18—
2d Mortgage.....	300,000	7	April & Oct.	“	1885	...	Lehigh Coal and Navigation:				
3d Mortgage.....	650,000	7	May & Nov.	“	1875	...	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia. 1870
Convertible Bonds.....	325,000	7	March & Sept.	“	1882	...	2d Loan.....	5,606,100	6	“	1884
Troy Union:							3d Loan.....	2,000,000	6	“	88
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	Gold Loan.....	2,000,000	6	“	91
2d Mortgage, guaranteed.....	360,000	6	“	“	1878	...	Gold Loan.....	5,000,000	6*	June & Dec.	1894
Union Pacific:							Convertible Loan.....	1,496,879	6	“	90
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	‘95-‘99	89	Monongahela Navigation:				
2d Mortgage (Gov. subsidy).....	27,236,512	6	“	“	“	...	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg. 1887
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	‘87-‘89	85	2d Mortgage.....	57,000	6	“	18—
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	‘72-‘74	83	Morris (and Banking):				
Union Pacific—Central Branch:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City. 1876
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	2d Mortgage.....	302,750	6	“	92
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	“	1895	...	Boat Loan.....	232,087	6	“	86
Union Pacific—Eastern Division:							North Branch:				
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia. 1876
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	“	1896	...	Schuykill Navigation:				
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	“	“	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia. 1872
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	“	1896	...	2d Mortgage.....	3,980,670	6	Jan. & July.	1882
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	“	‘71-‘76	...	Improvement Loan.....	1,801,670	6	May & Nov.	1876
Income bonds \$1,000,000 p. m.	4,275,350	7	June 1, ‘71.	“	1916	...	Susquehanna and Tide Water:				
Vermont Central:							1st Mortgage.....	1,000,000	6	Jan. & July.	London. 1885
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88	Md. State Loan, sterling.....	1,250,000	6	“	1886
2d Mortgage.....	1,500,000	7	“	Philadelphia.	1891	43	Coupon Bonds.....	325,000	6	“	1878
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	‘77-‘89	101	Preferred Interest Bonds.....	325,000	6	“	1894
Vermont and Massachusetts:							Union (Pa.):				
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia. 1883
Vermont Valley:							2d Mortgage.....	750,000	6	Jan. & July.	Philadelphia. 1878
1st Mortgage.....	386,000	7	April & Oct.	New York.							

RAILROAD SHALE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad	Boiling Stock.		Operations.		Earnings.		Value of Shares.	
	Freight.		Carried one mile.		Tons.			
	Cars.	M.	Trains Moved.	M.	Freight.	M.		
Railroad.	Rolling Stock.	Assets	Surplus Income.	Passenger.	Gross.	Net	Dividends.	
Railroad.	Stocks.	Accounts and Cash.	Accounts.	Passenger.	Gross.	Net	Market.	
Jun. 30, 1869 374.0	0.6	1 1	4,183,000	1,200,943	256,736	254,295	1,658	
Jun. 30, 1869 142.0	—	23.0	—	—	—	—	100,000	
Sept. 30, 1869 142.0	—	13.2	21 24 7	214,200 4,175,000	9,214,689	7,620,858	237,383	
Jan. 31, 1870 132.0	23.0	48.0	22 19 5	216,550 7,560,364	631,114	132.0	100,938	
Jun. 30, 1869 23.5	5.0	4.9	7 10 3	—	—	—	50,000	
Sept. 30, 1869 23.0	1.8	—	11 5	115. Androscoggin.	—	—	100,000	
Jun. 30, 1869 23.0	8.3	14 6	5 6	115. Androscoggin.	—	—	100,000	
Jun. 30, 1869 374.3	90.0	166 88 320	207 207	161,200 320,980,000	12,811	46,381	119,162	
Dec. 31, 1869 232.0	16.0	21 16 31	207 Atlantic and Gulf.	3,940,489 2,000,000	—	42,632,415	5,098,367	
Dec. 31, 1869 94.0	6.0	9 6 7	68 Atlantic and North Carolina.	7,755,325 200,000	102,931	—	73,188	
Dec. 31, 1869 148.0	15.0	45 17 7	541 Atlantic and St. Lawrence and Morris.	2,494,900 3,485,982	81,658	98.0	100,000	
Sept. 30, 1869 15.5	0.5	2 2 2	3 Avon, Gennesee and Mount Morris.	184,250	—	—	4 100	
Sept. 30, 1869 374.0	8.0	316,149 136 515	186,268 6,026,461	161,190,443	711,871 19,727,862	20,361,076	4,891 4	
Sept. 30, 1869 374.0	30.0	—	156 Baltimore and Ohio	1,650,000	1,650,000	1,650,000	100,147	
Sept. 30, 1869 374.0	—	—	157 Md. & W. Va.	—	—	—	100,125	
Sept. 30, 1869 103.5	—	—	158 Maryland.	377,661	1,650,000	20,000,000	41,924 277,563	
Dec. 31, 1869 26.0	20.0	110 200.0	118 20	100,000,000	—	367,461	30.0	
Dec. 31, 1869 67.0	6.0	23 20 6	206 20	68,790	120,000	103.6	60,000	
Dec. 31, 1869 59.0	5.0	4 3 3	207 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 21.2	—	—	208 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 186.0	—	—	209 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 200.4	4.4	165 118	210 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	211 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	212 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	213 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	214 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	215 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	216 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	217 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	218 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	219 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	220 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	221 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	222 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	223 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	224 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	225 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	226 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	227 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	228 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	229 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	230 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	231 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	232 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	233 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	234 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	235 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	236 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	237 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	238 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	239 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	240 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	241 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	242 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	243 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	244 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	245 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	246 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	247 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	248 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	249 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	250 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	251 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	252 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	253 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	254 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	255 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	256 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	257 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	258 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	259 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	260 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	261 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	262 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	263 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	264 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	265 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	266 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	267 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	268 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	269 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	270 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	271 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	272 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	273 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	274 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	275 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	276 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	277 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	278 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	279 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	280 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	281 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	282 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	283 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	284 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	285 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	286 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	287 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	288 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	289 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	290 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	291 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	292 20	68,790	120,000	103.6	60,000	
Sept. 30, 1870 42.2	—	—	293 20	68,790				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "G."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.		
	Cars.		Freight.		Market.		Dividends.		Net.		Gross.		
	B. M. E.	Pass.	Rolling Stock.	Assets.	Stocks.	Bonds.	Accounts.	Bonds.	Passenger.	Freight.	Tons.	\$. per ton.	
Oct. 31, 1869 500	M. M.	27.6	3	3,715.80	550,000	1,323,000	2,240,000	125,000	80.0	67,616.46	966,832	386,659	
Jun. 30, 1869 37.0	M. M.	41.176	1	31 Lake Erie and Louisville	550,000	1,121,500	200,000	37.0	57,875	17,670	562,288	60	
Oct. 31, 1869 640	M. M.	229.9	2	31 Lake Erie and Mich. S. & N.Y., P.O. Ind.	550,000	200,000	35,000,000	200,000	16,652	460,738	12,945,566	100	
Oct. 31, 1869 75.0	M. M.	79.0	3	31 Lake Superior and Mississippi	550,000	1,060,000	4,600,000	300,000	983.9	568,490	6,034,971	8	
Oct. 31, 1869 165.0	M. M.	30.3	4	31 Lake Superior and Mississippi	550,000	1,060,000	4,600,000	300,000	180.3	1,228,387	17,690	100	
Oct. 31, 1869 101.0	M. M.	61.0	5	31 Lake Superior and Mississippi	550,000	1,060,000	4,600,000	300,000	145.189	1,228,387	17,690	100	
Nov. 30, 1869 64.6	M. M.	84.5	6	31 Lake Superior and Mississippi	550,000	1,060,000	4,600,000	300,000	209.5	1,228,387	17,690	100	
Dec. 31, 1869 15.0	M. M.	4.0	7	31 Lake Superior and Mississippi	550,000	1,060,000	4,600,000	300,000	42,600	25,950	880,706	150	
Jun. 30, 1869 119.0	M. M.	74.0	8	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	241,200	15.6	33,825	42,109	
Oct. 31, 1869 119.0	M. M.	15.0	9	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	15.0	15.0	4,277	160	
Jun. 30, 1869 119.0	M. M.	47.9	10	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	15.0	15.0	4,277	160	
Jun. 30, 1869 119.0	M. M.	47	11	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	15.0	15.0	4,277	160	
Jun. 30, 1869 119.0	M. M.	71.0	12	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	15.0	15.0	4,277	160	
Jun. 30, 1869 119.0	M. M.	62.0	13	20 Lexington and Sandy	550,000	1,060,000	4,600,000	300,000	15.0	15.0	4,277	160	
Oct. 31, 1869 28.3	M. M.	24.7	14	21 Little Miami and Col. & Xenia Joint	550,000	1,060,000	4,600,000	300,000	915.658	765,500	1,060,000	60	
Dec. 31, 1869 9.0	M. M.	2.0	15	21 Little Miami and Col. & Xenia Joint	550,000	1,060,000	4,600,000	300,000	112,927	9.0	1,060,000	60	
Sept. 30, 1869 94.0	M. M.	29.0	16	21 Long Island	550,000	1,060,000	4,600,000	300,000	186.741	50,718	1,256,193	100	
Oct. 31, 1869 40.5	M. M.	13.0	17	21 Long Island	550,000	1,060,000	4,600,000	300,000	205.000	125.0	1,256,193	100	
Jun. 30, 1870 83.5	M. M.	76.5	18	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.718	2,472,183	300,337	100	
Jun. 30, 1870 156.0	M. M.	176.0	19	21 Long Island	550,000	1,060,000	4,600,000	300,000	3,655.951	1,176,680	847,874	100	
Jun. 30, 1870 156.0	M. M.	74.0	20	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	74,936,659	2,064,634	100
Oct. 31, 1870 12.0	M. M.	2.3	21	21 Long Island	550,000	1,060,000	4,600,000	300,000	20.000	67,700	11,626	20,403	100
Oct. 31, 1870 12.0	M. M.	2.3	22	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	23	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	24	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	25	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	26	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	27	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	28	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	29	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	30	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	31	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	32	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	33	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	34	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	35	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	36	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	37	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	38	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	39	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	40	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	41	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	42	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	43	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	44	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	45	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	46	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	47	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	48	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	49	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	50	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	51	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	52	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	53	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	54	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	55	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	56	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	57	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	58	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	59	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	60	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	1,142,118	7	100
Oct. 31, 1870 12.0	M. M.	2.3	61	21 Long Island	550,000	1,060,000	4,600,000	300,000	15.6	806,466	16,763	6	100
Oct. 31, 1870 12.0	M. M.	2.3	62	21 Long Island	550,000	1,060,000	4,60						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Stock (—) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." Stateaid Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Railroad.	Property and Assets.				Liabilities.				Operations.				Earnings.				
	Railroad.		Assets.		Accounts.		Bonds.		Passenger.		Freight.		Tons.		Dividends.		Value of Shares.
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Par.	Market.	Per cent.
Sept. 30, 1869 68.0	3.4	6	4	31	Spartanburg and Union ¹ , South Carolina.	1,300,882	7	6	47,380	126,000	61,400	21,762	—	150	180,000	1,500,000	100
Dec. 31, 1869 12.0	2.9	67.5	6	150	Springfield, Mt. Vernon & Pitts. - Ohio.	1,850,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 13.0	0.4	3	—	6	Saint Island ² , New York.	359,679	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 1.6	—	—	2	1	Steeling, Mountain, & Pittsfield, Mass.	502,468	—	—	—	—	—	—	—	—	—	—	—
Nov. 30, 1869 21.9	1.3	—	—	—	Stockbridge and Pittsfield.	444,900	4,100	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 13.2	0.9	—	—	—	Stone Brook.	207,300	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 10.0	—	19.0	—	—	Sullivan and Erie.	600,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 12.0	0.6	19.0	4	2	Pennsylvania.	459,944	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 81.0	12.6	3	274	Syracuse, Binghamton and N. Y.	3,650,900	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 12.0	10.8	—	—	—	Syracuse & Chenango Valley, New York.	382,971	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 11.1	0.6	1.2	5	106	Tanton Branch, Massachusetts.	241,194	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 11.0	2.6	17.0	31	19	Tenne Haute and Indianapolis, Indiana.	215,986	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 30.6	6.1	11	4	1	331 Tugger.	83,402	380,643	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 45.8	11.4	13	6	6	Toledo, Wabash and Western, O. I. & II.	1,946,54	54	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 35.0	11.5	13	6	222	Troy and Boston, New York.	2,266,733	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 30.0	6.0	—	—	—	Troy and Greenbush, New York.	294,908	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 11.1	0.6	1.2	5	107	Troy and Greenfield, Massachusetts.	1,157,178	186,284	—	—	—	—	—	—	—	—	—	—
Nov. 30, 1869 73.0	11.0	—	—	—	Tyrone and Clearfield, Pennsylvania.	911,059	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 30.6	6.1	11	4	1	Union Pacific.	106,345,978	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 23.0	11.4	13	6	6	Utica and Black River, New York.	1,816,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 69.0	6.0	—	—	—	Utica, Chenango and Susq. Valley, N. Y.	1,630,222	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 6.0	—	6	26.0	6	Vermont and Canada.	2,500,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 11.0	2.6	17.0	31	19	Vermont Central.	1,306,300	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 37.5	8.0	10.0	—	—	Vermont & Massachusetts.	1,291,886	—	—	—	—	—	—	—	—	—	—	—
Apr. 30, 1870 1,038	—	15.0	20.0	6	Vermont Valley.	1,202,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 140.0	—	15.0	20.0	6	Wethersfield and Meriden.	1,140,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 69.0	—	3.1	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 47.0	6.0	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869 47.0	24.5	12.0	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869 21.0	2.0	21.0	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 62.3	10.8	9.0	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869 21.0	—	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Feb. 28, 1870 140.0	—	7.8	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 204.0	9.5	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 18.3	3.8	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 10.3	—	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 7.0	—	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 23.0	—	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868 5.0	5.0	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868 138.0	9.5	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868 43.0	—	—	—	—	Wethersfield and Meriden.	1,040,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 46.0	3.7	22.0	6	4	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 36.1	5.6	131.0	5	8	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1868 36.1	36.1	27.6	13.3	8	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 182.0	13.0	—	—	—	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868 101.0	8.0	—	—	—	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Aug. 31, 1869 94.0	—	86.0	—	—	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 20.8	—	81.0	—	—	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 23.0	—	28.0	2	6	White Mountain, N. H.	194,442	—	—	—	—	—	—	—	—	—	—	—
Aug. 31, 1869 142.0	3.6	124.0	8	4	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Mar. 31, 1869 171.0	16.0	117.1	8	11	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 19.3	2.6	44.4	3	7	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 162.0	19.0	9.5	18	16	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 15.4	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869 38.1	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 46.7	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 13.0	1.0	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869 13.6	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 184.5	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 60.0	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 108.2	1.0	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 45.0	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 77.6	10.0	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 123.0	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869 138.6	64.0	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869 109.0	—	—	—	—	Wilmington and Reading, N. J.	1,202,450	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1869 109.0	—	—	—	—	Wilmington and Reading, N. J.	1,202,450											

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track, Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment	Share Capital.	Indebtedness.	Earnings.	Value of Shares.	PASSENGER RAILROAD BONDS.												
									Bonded Debt.	Floating Debt.	Gross.	Dividends on paid Capital.	Par.	Paid.	Market.	Amount out- standing.	Interest Rate.	Pay- able.	Principal Payable.	Market Price.	
Sept. 30, '70	7.25	94	14 Albany	156,100	110,300	40,000	\$ 87,061	\$ 22,500	5.	100	100	...	...	...	40,000	8 pc	7 J. & J.	18	...	
Sept. 30, '70	0.96	4	15 Albany st. Freight (B'ton). Mass.	47,765	75,000	—	2,654	557	—	100	100	...	...	...	694,000	7 J. & J.	1872	...	...
Oct. 31, '70	3.41	11	16 Allentown	30,118	30,500	—	12,733	1,886	—	100	100	...	...	...	100,000	7 J. & J.	1881	...	...
Dec. 31, '68	31.00	478	17 Baltimore City	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	...	...	...	500,000	7 J. & D.	1884	...	...
Sept. 30, '70	22.00	412	18 Bleek, & F.F. (N.Y.C.) N.Y.	110,000	110,000	—	4,400	4,004	4	100	100	...	...	...	12,000	7 J. & J.	18	...	...
Sept. 30, '70	3.36	—	19 Boston and Chelsea	41,000	41,000	—	—	—	—	100	100	...	...	...	30,000	7 J. & J.	1882	...	...
Sept. 30, '70	2.75	—	20 Boston & West Roxbury. Mass.	315,320	206,000	100,000	8,782	150,876	26,876	12	100	100	...	...	...	379,000	7 M & N	1878	...	...
Sept. 30, '70	10.76	192	21 Broadway (Brooklyn)	583,894	2,106,000	1,500,000	100,000	707,983	242,248	6	100	100	...	...	...	100,000	7 J. & J.	1890	...	...
Sept. 30, '70	16.00	798	22 B'dway & 7th Av. (N.Y.C.) N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	...	...	...	100,000	7 J. & J.	1881	...	...
Sept. 30, '70	7.00	—	23 Brooklyn, Bath & Coney I.N.Y.	3,023,875	1,500,000	300,000	156,350	1,324,084	111,633	12.0	100	100	...	...	...	100,000	7 J. & J.	1875	...	...
Sept. 30, '70	72.00	1412	24 Brooklyn City	106,000	180,000	100,000	—	166,955	24,058	—	100	100	...	...	...	100,000	7 J. & J.	1879	...	...
Sept. 30, '70	24.33	211	25 B'klyn City, Hun. P. & P.P.N.Y.	685,864	300,000	379,000	30,448	150,922	23,653	—	100	100	...	...	...	100,000	7 J. & J.	1882	...	...
Sept. 30, '70	11.00	190	26 Brooklyn City & Newtown N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	...	...	...	100,000	7 J. & J.	1883	...	...
Sept. 30, '70	6.00	—	27 Brooklyn Flatbush & Coney Isl. N.Y.	1,288,100	488,100	800,000	—	100,000	18,241	—	100	100	...	...	...	100,000	7 J. & J.	1874	...	...
Sept. 30, '70	24.09	190	28 Brooklyn & Jamaica	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	...	...	...	100,000	7 J. & J.	1875	...	...
Sept. 30, '70	4.50	—	29 Brooklyn & Rockaway Bl. N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	...	...	...	100,000	7 J. & J.	1876	...	...
Sept. 30, '70	15.21	182	30 Buffalo street	210	100,000	—	—	100,000	18,241	—	100	100	...	...	...	100,000	7 J. & J.	1877	...	...
Sept. 30, '70	7.50	89	31 Bushwick (Brooklyn)	319,171	302,000	1,938	124,372	35,910	7.	100	100	...	...	...	100,000	7 J. & J.	1878	...	...
Sept. 30, '70	27.43	20	32 Cambridge (Boston)	734,671	727,800	150,000	74	9.0	100	100	102	100	100	100,000	7 J. & J.	1879
Sept. 30, '70	3.26	—	33 Central City (Syracuse)	29,334	21,130	6,000	—	18,738	5,035	10	100	100	...	...	...	100,000	7 J. & J.	1880	...	...
Sept. 30, '70	36.00	761	34 Cen. P., N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	...	...	...	100,000	7 J. & J.	1874	...	...
Oct. 31, '70	7.25	250	35 Citizens' (10th & 11th st.) (Ph.) Pa.	707,264	192,750	—	251,773	76,780	36.3	50	194	—	—	...	100,000	7 J. & J.	1879	...	...
Oct. 31, '70	9.06	152	36 Citizens' (Pittsburg)	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	—	—	...	100,000	7 J. & J.	1873	...	...
Sept. 30, '70	14.83	210	37 Coney Island (Brooklyn)	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	...	...	...	100,000	7 J. & J.	1874	...	...
Sept. 30, '70	22.19	819	38 Dry Dock, E. B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	...	...	...	100,000	7 J. & J.	1873	...	...
Sept. 30, '70	3.50	12	39 Dunkirk and Fredonia	42,551	34,825	—	8,544	4,106	7.	100	100	...	...	...	100,000	7 J. & J.	18	...	...
Sept. 30, '70	11.75	—	40 East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	...	...	...	100,000	7 J. & J.	1877	...	...
Oct. 31, '70	1.63	12	41 Easton and S. Easton	25,230	29,562	—	9,799	2,577	5.0	25	20	—	—	...	100,000	7 J. & J.	18	...	...
Sept. 30, '70	18.00	867	42 Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	...	...	...	100,000	7 J. & J.	1873	...	...
Dec. 31, '70	6.00	—	43 Elizabeth & Newark	224,749	206,000	24,738	—	34,986	11,129	5.5	100	100	...	...	...	100,000	7 J. & J.	1874	...	...
Oct. 31, '70	2.27	19	44 Erie City	32,291	19,807	20,296	—	16,143	—	—	100	100	...	...	...	100,000	7 J. & J.	1875	...	...
Sept. 30, '70	2.70	20	45 Fifth Ward (Syracuse)	44,763	29,335	10,000	—	12,327	2,185	—	100	100	...	...	...	100,000	7 J. & J.	1876	...	...
Sept. 30, '70	9.63	232	46 Frankford & Southwark (Ph.) Pa.	1,052,479	748,000	215,000	4,000	74,945	7,894	—	100	100	...	...	...	100,000	7 J. & J.	1877	...	...
Oct. 31, '70	17.04	301	47 Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,005	36,039	6.0	49	45	—	—	...	100,000	7 J. & J.	1877	...	...
Sept. 30, '70	3.25	26	48 Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...	...	...	100,000	7 J. & J.	1877	...	...
Nov. 31, '70	34.25	360	49 Germantown (Phila.)	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	—	—	...	100,000	7 J. & J.	1877	...	...
Oct. 31, '70	5.40	155	50 Girard College (Phila.)	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45	—	...	100,000	7 J. & J.	1878	...	...
Sept. 30, '70	9.00	15	51 Gr'd st. & Newtown (B'k'n) N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	...	...	...	100,000	7 J. & J.	1879	...	...
Dec. 31, '70	7.25	206	52 Green and Coates (Phila.)	243,615	150,000	100,000	—	180,211	32,244	0.0	50	15	43	—	...	100,000	7 J. & J.	1878	85	...	
Sept. 30, '70	10.00	112	53 Harlan, B'rr. & F'dham. N.Y.	260,682	114,010	200,000	4,000	74,945	7,894	—	100	100	...	...	...	100,000	7 J. & J.	1879	...	...
Oct. 31, '70	2.14	11	54 Harrisburg City	60,249	41,995	12,400	—	5,997	2.	—	25	24	—	—	...	100,000	7 J. & J.	18	...	...
Oct. 31, '70	14.10	336	55 Heat, Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	202,890	49,315	6.5	50	7	20	—	...	100,000	7 J. & J.	1877	...	...
Sept. 30, '70	3.56	27	56 Kingston and Rondout	79,835	75,000	—	—	100,785	9,201	—	100	100	...	...	...	100,000	7 J. & J.	1877	...	...
Oct. 31, '70	3.56	116	57 Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500	—	200,785	9,201	—	100	100	...	...	...	100,000	7 J. & J.	1878	...	...
Sept. 30, '70	3.82	50	58 Lowell Horse	49,180	55,830	—	—	100,785	25,100	—	100	100	...	...	...	100,000	7 J. & J.	1879	...	...
Sept. 30, '70	11.75	239	59 Lynn and Boston	272,221	200,000	50,000	51,137	138,719	Loss.	—	100	100	...	...	...	100,000	7 J. & J.	1880	...	...
Sept. 30, '70	3.41	—	60 Malden and Melrose	191,834	191,500	—	—	46,454	1,144	—	100	100	...	...	...	100,000	7 J. & J.	1881	75	...
Sept. 30, '70	3.07	—	61 Medford & Charlestown (B'tn). Mass.	36,000	21,000	4,000	—	6,174	2,375	—	100	100	...	...	...	100,000	7 J. & J.	1882	...	...
Sept. 30, '70	4.88	43	62 Merrimac Valley	42,406	20,000	8,000	—	3,195	1,920	1,920	—	100	100	100,000	7 J. & J.	1877
Sept. 30, '70	33.65	914	63 Metropolitan (Boston)	1,624,594	1,250,000	100,000	8,000	50,163	1,920	1,920	—	100	100	100,000	7 J. & J.	1880
Sept. 30, '70	7.29	249	64 Middlesex (B'g)	530,367	400,000	100,000	8,000														

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds	
		Rate.	
		Paid.	
		Market Price.	
RAILROAD STOCKS:			
Atlantic & Gt. West'n (O. D.) [*] , pref.	\$1,919,000	7	...
Atlantic and St. Lawrence [*] , guar.	2,494,000	4	4
Baltimore and Ohio, pref.	3,000,000	6	6
Berkshire [*] , guaranteed	600,000	7	7
Blossburg and Corning [*] , guar.	250,000	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	75 $\frac{1}{2}$
Buffalo, N. York and Erie [*] , guar.	950,000	7	74 $\frac{1}{2}$
Camden and Atlantic, pref.	763,695	6	6
Catawissa [*] , pref. and guar.	2,200,000	7	96
Cayuga and Susquehanna [*] , guar.	589,110	9	9
Cedar Rapids & Missouri [*] , preferred and guaranteed	755,000	7	7
Central Ohio, preferred	400,000	7	7
Chemung [*] , guar.	380,000	8	6
Cheeshire, preferred	2,017,815	7	3
Chicago and Alton, pref.	2,425,400	7	10
Chicago, Iowa and Nebraska [*] , guar.	2,000,000	10	123 $\frac{1}{2}$
Chicago and Northwestern, pref.	20,370,293	7	7
Cleveland and Mahoning [*] , guar.	2,056,000	7	7
Cleveland and Toledo [*] , \dagger , guar.	6,250,000	34 $\frac{1}{2}$	...
Cochecho, preferred	177,750	8	...
Connecticut and Passaic River, preferred	1,822,100	6	6
Cumberland Valley, 1st pref.	241,900	8	8
" " 2d pref.	242,000	8	8
Delaware [*] , guaranteed	594,261	6	6
Detroit & Milwaukee [*] , preferred and guaranteed	1,500,000	6	...
Dubuque and Sioux City [*] , preferred and guaranteed	1,988,170	7	7
Dubuque Southwestern, pref.	330,308	7	7
Eastern (N. H.) [*] , guaranteed	492,500	8	8
Elmira, Jefferson and Canandaigua [*] , guaranteed	500,000	5	5
Elmira and Williamsport [*] , guar.	500,000	5	5
Elmira and Williamsport [*] , preferred and guaranteed	500,000	7	7
Erie, preferred	8,586,910	7	7
Evansville and Crawfordsville, pref.	100,000	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	7
Harrisburg and Lancaster [*] , guar.	1,182,550	7	7
Housatonic, preferred	1,180,000	8	4
Huntingdon & Broad Top Mountain, preferred	190,750	7	3 $\frac{1}{2}$
Joliet and Chicago [*] , guar.	1,500,000	7	7
Joliet and Northern Indiana [*] , guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	...
Leeds and Farmington [*] , guar.	...	5	...
Little Schuylkill [*] , guar.	2,646,100	7	7
Louisville, Cincinnati and Lexington, preferred	848,700	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	6
" " 2d pref.	4,051,744	6	6
Manchester and Lawrence [*]	1,000,000	9	...
Michigan Southern, guaranteed	586,800	10	10
Mill Creek and Mine Hill [*] , guar.	323,375	10	10
Milwaukee and St. Paul, preferred	9,744,268	7	81
Mine Hill and Schuylkill Haven [*] , guaranteed	3,775,000	8	8
Mount Carbon & Pt. Carbon [*] , guar.	282,250	12	12
New Haven and Northampton [*]	1,344,000	2	...
New York and Harlem, pref.	1,500,000	8	124 $\frac{1}{2}$
Niagara Bridge and Canandaigua [*] , guar.	1,000,000	6	6
North Eastern (S. C.) [*] , preferred	155,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	8
Ohio and Mississippi, pref.	3,500,000	7	7
Paterson and Hudson [*] , guar.	630,000	8	8
Paterson and Ramapo [*] , guar.	248,000	5	...
Pearl and Bureau Valley [*] , guar.	1,200,000	6	...
Philadelphia and Erie [*] , *	5,996,700	...	...
Philadelphia and Reading, pref.	1,551,800	10	...
Philadelphia and Trenton [*] , \dagger , guar.	1,098,120	10	...
Pittsfield and North Adams [*] , guar.	450,000	6	...
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6
Portland, Sago & Portsmouth [*] , guar.	1,500,000	6	6
Portsmouth and Concord [*]	350,000	7	7
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7
Rochester and Genesee Valley [*]	557,550	7	7
Rutland, preferred	...	7	87 $\frac{1}{2}$
St. Louis, Alton and T. H., pref.	2,040,000	7	56
Sandusky and Cincinnati, pref.	445,516	6	36 $\frac{1}{2}$
Schuylkill Valley [*] , guar.	576,600	5	5
Shamokin Valley & Pottsville [*] , guar.	869,450	5	5
Tol. Poor & Warsaw (W. D.) [*] , pref.	1,300,000	7	...
" " " (E. D.) [*] , pref.	1,700,000	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7
Troy and Greenbush [*] , guar.	274,000	7	7
Vermont and Canada [*] , guar.	2,500,000	8	8
Warren [*] , guar.	1,408,300	7	7
White Mountains [*] , guar.	200,000	5	5
Wright's, York & Gettysburg [*] , pref.	317,050	2	...
CANAL STOCKS:			
Delaware Division, [*] guar.	1,633,350	8	8
Morris, preferred	1,175,000	10	125
Schuylkill Navigation, pref.	2,888,997	6	87
Delaware, preferred	...	5	...

CANAL STOCKS:							
Delaware Division,* guar.....	1,633,350	8	8	...			
Morris, preferred.....	1,175,000	10	10	125			
Schuykill Navigation, pref.....	2,888,997	6	6	37			
Union, no par.....	6	6	2				

MISCELLANEOUS STOCKS:

Cumberland Coal, pref..... 6
Mariposa Mining, pref..... 5,774.400 7 7 6

New York Stock Exchange

NEW YORK STOCK EXCHANGE.
Actual Sale Prices for the week ending July 5.

	Th. 29. F. 30. Sat. I.	M. 3. Tu. 4. W.
Canton Co.	80	99 $\frac{1}{2}$
Central Pacific 6s.	99 $\frac{1}{2}$	9
Central of N. Jersey.		12
Chicago & Alton.	120 $\frac{1}{2}$	
.. pref.	123 $\frac{1}{2}$	
.. 1 M.		
.. S. F.		
.. Inc. bds.		
Chicago, Burl. & Q.	150	153
.. 8s, 1883.	114 $\frac{1}{2}$	
Chic. & Northwester.	72 $\frac{1}{2}$	73 $\frac{1}{2}$
.. pref.	89 $\frac{1}{2}$	91 $\frac{1}{2}$
.. 1st M.		
.. S. F.		
.. Consol.		
Chic., Rock Isl. & Pac. 109 $\frac{1}{2}$	108	108 $\frac{1}{2}$
Chi., R. I. & Pa. 7s, 1896.		10 $\frac{1}{2}$
Clev., Col., C. and Ind. 89		89
Clev. and Pittsburg.		
.. 2 M.		
.. 3 M.		
.. 4 M.		
Clev. and Toledo.		
.. S. F. 7s.		
Col., Chi., & Ind. C.	20	20
.. 1 M.	87 $\frac{1}{2}$	87 $\frac{1}{2}$
.. 2 M.		
Cumberland Coal pref.		
Del. & Hudson Canal		122
Del. Lack. & Western. 105 $\frac{1}{2}$	105 $\frac{1}{2}$	122
.. 1 M. 7s.	100 $\frac{1}{2}$	
.. 2 M. 7s.	97	
Dubuque & Sioux City.		
Erie Railway.	28 $\frac{1}{2}$	27 $\frac{1}{2}$
.. pref.		
.. 1 M. 7s, 1897.		
.. 2 M. 7s, 1879.		
.. 3 M. 7s, 1882.		
.. 4 M. 7s, 1880.		
.. 5 M. 7s, 1888.		
Great Western 2d mort.		81
Hannibal & St. Joseph. 83 $\frac{1}{2}$	84 $\frac{1}{2}$	84
.. pref.	89	89 $\frac{1}{2}$
.. 8s, conv.		
Hudson River.		
.. 2 M. S. F.		
.. 3 M. 7s, 1875.		
Illinois Central.		
.. bonds		
Lake Shore & Mich. S'th. 107 $\frac{1}{2}$	108 $\frac{1}{2}$	
Lake Shore Div. bonds.		
Marietta & Clin. 1st pref.		
.. 2d pref.		
Michigan Central.		
.. S.F. 8s, 1882.		
M. S and N. L. I. M. S. F.		101
.. 2 M.		
Mariposa Mining Co.	4	4
.. pref.	6 $\frac{1}{2}$	6 $\frac{1}{2}$
.. Tr. 10s ctfs.	7	
Milw. and St. Paul.	60	
.. pref.	79 $\frac{1}{2}$	
.. 1st mort.	97 $\frac{1}{2}$	
.. 2d mort.		
.. 8s.		
.. 7-10s con.		
Missouri 6s.	97	
.. H. & St. J. iss.	96	
.. 8s, conv.		95
Morris and Essex.	93	
.. 1st mort.	103	
.. 2d mort.	100	
New York Central.		
.. 7s, S.F. 1876.		
.. 6s, S.F. 1883.		
.. 6s, S.F. 1887.		
N. Y. Cen. & Hud. Riv. 96 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$
.. certificates 91 $\frac{1}{2}$	91 $\frac{1}{2}$	
N. York and Harlem. 125 $\frac{1}{2}$		125
.. pref.		
.. 1 M. 7s, 1873.		
N. Carolina 6s, old.		
.. new.		
Ohio and Miss.	47	47 $\frac{1}{2}$
.. pref.	77	
.. 1st M.		
Pacific Mail S. S. Co.	42 $\frac{1}{2}$	42 $\frac{1}{2}$
Panama	51	51 $\frac{1}{2}$
.. 51 $\frac{1}{2}$	51 $\frac{1}{2}$	52
Phila. and Reading. 109 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Pitts., Ft. W. & Chi. gtd. 98 $\frac{1}{2}$		100
.. 1 M.		
.. 2 M.		
.. 3 M.		
Quicksilver Mining Co.	11	
St. L., Alton & T. H.		
.. pref.		
.. 1 M.		
.. 2 M. pref.		
.. Income bds.		
Tennessee 6s, old.	72 $\frac{1}{2}$	71 $\frac{1}{2}$
.. new.	72 $\frac{1}{2}$	
Tol., Wab. & Western. 57 $\frac{1}{2}$	57 $\frac{1}{2}$	
.. pref.		
.. 1 M.		
.. 2 M.		
.. Equipment.		
.. St. Lou. Div.		
Union Pacific.		
.. 1st mort.	91 $\frac{1}{2}$	
.. L. Gt. 7s.		
.. Inc. 10s.		
Virginia 6s, old.		
.. new.		

New York Stock Exchange

NEW YORK STOCK EXCHANGE.

Actual Sale Prices for the week ending July 5.						
		W.	28.	Th.	29.	F.30.
		Sat.	1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.	.....	.....	.....	.....	.....	112
U. S. 5s, 10-40s, coup.	110	.....	.....	111	.....	.....
U. S. 5s, 10-40s, reg.	110	.....	.....	.....	.....	112
U. S. 6s, 1881, reg.	.....	.....	.....	.....	.....	.....
U. S. 6s, 1881, coup.	.....	118	115	.....	.....	115
U. S. 6s, '81, O.W.L.	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '62	.....	113	.....	.....	.....	114
U. S. 6s, 5-20s, c. 1862	.....	.....	113	.....	.....	115
U. S. 6s, 5-20s, reg. '64	.....	.....	.....	113	.....	.....
U. S. 6s, 5-20s, c. 1864	.....	.....	113	.....	.....	.....
U. S. 6s, 5-20s, reg. '65	.....	113	.....	.....	.....	114
U. S. 6s, 5-20s, c. 1865-113	.....	.....	113	.....	.....	114
U. S. 6s, 5-20s, r. n. '65	.....	.....	.....	.....	.....	113
U. S. 6s, 5-20s, c. n. '65	.....	.....	.....	.....	.....	113
U. S. 6s, 5-20s, reg. '67	.....	.....	.....	.....	.....	113
U. S. 6s, 5-20s, c. 1867	.....	118	.....	.....	.....	113
U. S. 6s, 5-20s, reg. '68	.....	.....	.....	.....	.....	113
U. S. 6s, Pac.R.R. issue	.....	.....	.....	.....	.....	115
Philadelphia Stock Exchange.						
Actual Sale Prices for the week ending July 4.						
		W.	28.	Th.	29.	F.30.
Catawissa						
..... preferred	.....	.....	.....	.....	.....	.....
Camden and Amboy	126	.....	127	.....	.....	.....
..... 6s, 1875	.....	.....	.....	.....	.....	.....
..... 6s, 1883	.....	.....	.....	.....	.....	.....
..... 6s, 1889	.....	.....	88	.....	.....	.....
..... mort. 6s, '89	95	95	95	95	96	96
Elmira & Williamsport						
..... pref.	.....	.....	.....	.....	.....	.....
..... 7s.	.....	.....	.....	.....	.....	.....
Lehigh Navigation	38	38	38	38	38	38
..... 6s, 1884	.....	.....	.....	.....	.....	.....
..... Gold L.	89	.....	89	89	89	89
..... R. R. L.	91	91	91	91	91	91
..... Conv. L.	.....	.....	85	.....	.....	.....
Lehigh Valley R. R.	61	61	60	61	61	61
..... 6s new coup.	.....	.....	.....	.....	.....	.....
..... 6s new reg.	.....	.....	.....	.....	.....	.....
Little Schuylkill R.R.						
..... 7s.	.....	.....	.....	.....	.....	.....
Minehill						
Morris Canal						
..... pref.	.....	125	.....	.....	.....	.....
..... 1st mort.	.....	.....	.....	.....	.....	.....
North Pennsylvania	48	.....	.....	.....	.....	.....
..... 6s, 1880	.....	.....	.....	.....	.....	.....
..... 7s.	.....	.....	.....	.....	.....	.....
..... 10s, 1887	.....	.....	.....	.....	.....	.....
Northern Central	41	40	40	40	40	40
Oil Creek & Alleg. Riv.	48	48	48	48	48	48
..... 7s.	.....	85	85	85	85	85
Pennsylvania R. R.	60	59	60	61	61	61
..... 1st M.	.....	.....	.....	.....	.....	.....
..... 2d M.	99	.....	.....	.....	.....	.....
..... Gen. mort.	96	.....	.....	.....	.....	.....
..... reg.	.....	.....	.....	.....	.....	.....
Penn. State, 6s, 1st series	.....	103	.....	.....	.....	.....
..... 6s, 2d series	106	.....	.....	.....	.....	.....
..... 6s, 3d series	.....	.....	.....	.....	.....	.....
..... 6s, W. L.	.....	.....	.....	.....	.....	.....
Philadelphia City, 6s	99	100	100	100	100	100
..... new	99	100	100	100	100	100
Philad., Germ. & Nor.	.....	85	86	86	86	86
Phil. & Reading	57	54	55	55	55	55
Philadelphia and Erie	28	.....	.....	.....	.....	.....
..... 6s.	.....	.....	.....	.....	.....	.....
..... 7s.	.....	.....	88	.....	.....	.....
Schuylkill Navigation						
..... pref.	18	.....	.....	.....	.....	.....
..... 6s, 1882	.....	.....	79	.....	.....	.....
..... 6s, 1876	.....	.....	.....	.....	.....	.....
..... 6s, 1872	.....	.....	.....	.....	.....	.....
Susq. Canal						
..... 6s, 1878	.....	.....	.....	.....	.....	.....
Union Canal, pref.						
..... 6s, 1878	.....	.....	.....	.....	.....	.....
Hentonville, (Horse)	20	.....	.....	.....	.....	.....
Chestnut & Wal.	.....	.....	.....	.....	.....	.....
Green & Coates	.....	.....	.....	.....	.....	.....
2d and 3d streets	64	.....	.....	.....	.....	.....
Spruce and Pine	31	.....	.....	.....	.....	.....
13th and 15th st.	.....	.....	.....	.....	.....	.....
Baltimore Stock Exchange.						
Actual Sale Prices for the week ending July 4.						
		W.	28.	Th.	29.	F.30.
Baltimore City 6s, 1875	99	99	99	99	99	99
..... 1886	.....	.....	.....	.....	.....	.....
..... 1890	98	98	98	98	98	98
..... 1884	.....	.....	.....	.....	.....	.....
..... 1900	.....	.....	.....	.....	.....	.....
Balt and Ohio						
..... bonds, 1875. 98	.....	98	.....	.....	.....	.....
..... 1880.	.....	.....	98	.....	.....	.....
..... 1885. 95	.....	98	.....	.....	.....	.....
Marietta & Cin. 1st M.	.....	.....	98	98	98	98
..... 2d M.	85	.....	.....	84	84	84
Northern Central	41	41	41	41	41	41
..... bonds, 1885.	.....	94	.....	.....	.....	.....
..... 1900.	.....	.....	.....	.....	.....	.....
N. W. Va. 1st mort.	.....	.....	.....	.....	.....	.....
..... 2d mort.	.....	.....	.....	.....	.....	.....
..... 3d mort.	.....	.....	.....	.....	.....	.....
City Passenger R. R.						

Baltimore Stock Exchange

Baltimore Stock Exchange.
Actual Sale Prices for the week ending July 4.

		W. 28. Th. 29. F. 30. Sat. 1.	M. 3. Tu. 4
Baltimore City	6s, 1875.....	99 $\frac{1}{2}$	99 $\frac{1}{2}$
..	1886.....	..	..
..	1890.....	98 $\frac{1}{2}$	98
..	1884.....	98 $\frac{1}{2}$	98 $\frac{1}{2}$
..	1900.....	..	..
Balt and Ohio.....			
..	bonds, 1875. 98 $\frac{1}{2}$	..	98 $\frac{1}{2}$
..	1880.....	..	..
..	1885. 95 $\frac{1}{2}$	..	98 $\frac{1}{2}$
Marietta & Cin. 1st M.....			
..	2d M.....	85	..
Northern Central.....	41	41	..
..	bonds 1885.....	..	94 $\frac{1}{2}$
..	1900.....	..	..
N. W. Va. 1st mort.....	..	..	..
..	2d mort.....	..	..
..	3d mort.....	..	..
City Passenger R. R.....	..	..	..

Boston Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Boston and Albany	150 $\frac{1}{2}$	153	153	152 $\frac{1}{2}$		
Boston and Lowell						
Boston and Maine						
Boston and Providence		149 $\frac{1}{2}$			148 $\frac{1}{2}$	
Boston, Hartford & Erie		21 $\frac{1}{2}$		21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$
Cheshire, pref.	7 $\frac{1}{2}$, new	22 $\frac{1}{2}$	24 $\frac{1}{2}$	26 $\frac{1}{2}$		26 $\frac{1}{2}$
Concord		88	88			286 $\frac{1}{2}$
Connecticut River			75			76
Eastern		121 $\frac{1}{2}$	121 $\frac{1}{2}$			121 $\frac{1}{2}$
Fitchburg		135				136
Manchester & Lawr'ce						121
Michigan Central		121	120 $\frac{1}{2}$			121
Northern, N. H.		113 $\frac{1}{2}$	113 $\frac{1}{2}$			113 $\frac{1}{2}$
Ogdens. & Lake Champlain	88	87 $\frac{1}{2}$	87 $\frac{1}{2}$			88
.. pref.						107
Old Colony & Newport	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$			102 $\frac{1}{2}$
Ph. Wil. & Baltimore		55				55
Portl'd, Saco & Ports.		133 $\frac{1}{2}$				
Union Pacific						31
" 6s.		89 $\frac{1}{2}$				89 $\frac{1}{2}$
" Land Grant 7s.						
" Income 10s.	79 $\frac{1}{2}$	80 $\frac{1}{2}$				81 $\frac{1}{2}$
Vermont & Canada		101	101			
Vermont & Mass.		75 $\frac{1}{2}$				74 $\frac{1}{2}$
South Boston (Horse)						
Cambridge						
Metropolitan			75			74 $\frac{1}{2}$
Middlesex						
Central Mining Co.						
Copper Falls						
Franklin						
National						
Pewabic						
Quincy		29 $\frac{1}{2}$	30			

London Stock Exchange.

Closing Prices.—
June 16. June 23.

All. & Gt. West. N. Y. sec. 7 per ct						
1st mort., 1880.....	83	88	83	88		
Do. do., 2d mort., 1881.....	73	78	73	78		
Do. Penn., 1st mort., 1877.....	83	88	83	88		
Do. do., 2d mort., 1882.....	73	78	73	78		
Do. Consol. 7 per cent. mort. 1890..	41 $\frac{1}{2}$	42 $\frac{1}{2}$	40	41		
Detroit and Milwaukee 1st mort. 7s..	69	71	69	71		
Do. 2d mort. 8 p. c.	69	72	69	72		
Eric shares 100 dol. all paid.....			23 $\frac{1}{2}$	24		
Do. sterl. 6 p. c. convertible bonds	64	66	64	66		
Illinois Central, 6 per cent., 1875.....						
Do. Redemption mort. bonds 6 p. c. 99	101	99	100			
Do. 100 dol. shares, all paid.....	109	110	108	109		
Panama General mort. 7s., 1897.....	80	85	78	82		
Penn. R. R. bonds, 2d mort. 6 per ct.	97	98	98	100		
Do. General mort. 6 p. c. 1910.....	94	94 $\frac{1}{2}$	94 $\frac{1}{2}$	95		
Do. \$50 shares.....	50	52	50	52		
Philadelphia and Erie 1st mort. 1881	94	96	94	96		
Do. with option to be paid in Phila.	94	96	94	96		

American Railroad Journal.

Saturday, July 8, 1871.

Stock Exchange and Money Market.

The Money supply has been largely in excess of the urgent wants of borrowers, and rates have been quoted quite easy at from 2@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4 $\frac{1}{2}$ @6 per cent. per annum on very choice to good mercantile credits. The diminished activity in financial and commercial negotiations, due, in good part, to the recurrence of the national holiday, tended to check the demand for aid, at even the low figures current through the week. The outflow of funds to the interior has been on a less extensive scale, and the city bank reserves show an important gain of strength, as the result of the week's operations. The city banks, last week, reported a gain of \$2,511,235 of specie, a loss of \$12,340 of legal tender notes, and an increase of \$4,787,180 of deposits. They increased their loan and discount averages \$2,328,314 and reduced their circulation \$66,149. The city bank exchanges, last week, averaged \$98,561,076; and thus far, this week, \$1 millions daily. The banks now hold \$18,174,492 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a loss of \$1,527,804 of specie and of \$1,183,559 of currency, as the result of the week's business. The

receipts of the office were \$8,105,522 in coin, and \$5,617,256 in currency; payments, \$9,633,326 in coin, and \$6,800,816 in currency. The office received \$2,864,000 in coin or its equivalent, from customs; and disbursed \$7,756,112 of coin interest.

The receipts of the Sub Treasury from all sources in June were \$53,149,253, including \$10,676,315 from customs; payments, on all accounts, \$48,582,158, including \$26,399 of actual coin interest.

The specie reserve of the city banks according to the latest return is \$16,526,451, against \$31,611,330 same time last year. The city bank deposits are now \$248,308,693 against \$219,083,428 week ending July 2, 1870. The legal tender reserve amounts to \$71,348,828 against \$56,815,254 same time last year. The circulation now stands at \$80,494,457, against \$83,070,365 same time last year. The loans are now \$296,237,959, against \$276,496,503 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 68 $\frac{1}{2}$ millions.

The U. S. Sub-Treasurer retired, last week, \$2,053,099 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$2,707,842 in currency, and \$55,436,122 in coin, against a balance a week previous of \$4,357,183 currency, and \$60,052,971 coin.

Government revenues have been yielding quite satisfactorily for the season, since our last. The excises yielded last week nearly 4 $\frac{1}{4}$ millions. The customs at the port of New York, last week were \$2,195,099; and at the outports, equal to about \$700,000 more, all in coin, or coin certificates. The internal revenue yielded in the fiscal year ending July 1, 1871, about 147 $\frac{1}{2}$ millions.

Internal revenue receipts on Wednesday were over a million dollars.

Gold has been more confidently dealt in, chiefly on speculative account, and the price has been quoted higher, with a buoyant look. The export drain has been unusually heavy; while the customs call has been moderate. The range of the price, during the week, has been from 112 $\frac{1}{4}$ @113 $\frac{1}{2}$, and the closing quotation on Wednesday was 113 $\frac{1}{2}$ against 113 the preceding Wednesday. The outflow, last week, was \$4,973,268; and on Wednesday of this week, —. The Gold Exchange Bank clearances have been as follows: June 30, \$30,997,000; July 1, \$45,928,000; July 5, \$44,985,000.

According to the July exhibit of the public debt the U. S. Treasury held on the 1st inst. a coin balance of \$96,683,901, including \$19,886,300 on deposit on private account, and a currency reserve of \$9,533,363. The decrease of the debt in June was \$5,856,386.

The customs at this port on Wednesday were \$362,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt year ending July 1, 1871, \$85,515,831, against \$86,647,054 same time in 1869-'70.

The export drain was \$4,973,268 last week, against 734,600, same week preceding year. The shipments year ending July 1, 1871, were \$83,566,219, against \$83,497,155 same time in 1869-'70. The customs demand for Gold last week, averaged \$394,000 a day; thus far, this week, it

has averaged \$370,000 a day, or equal to a weekly aggregate of \$2,220,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$12,450 and since Jan. 1, 1871, have been \$3,179,957 against \$7,176,957 same time in 1870. The total customs revenue of the Government, in coin, at this port, year July 1, 1870, was \$147,224,131 against \$134,527,931 same time in 1869-'70.

Foreign Exchange has been less active, but generally strong in price, closing, however, less buoyantly on Wednesday, with Bankers' sixty day bills on London at 110 $\frac{1}{2}$ @110 $\frac{1}{2}$; eight bills on London, 110 $\frac{1}{2}$ @111 $\frac{1}{2}$.

The produce exports from this port, week ending with July 3, were to the currency value of \$2,783,980.

Government securities have been in quite active request, chiefly on investment account, and have advanced in price, on a limited offering of bonds in the open market. Foreign dealers have been free purchasers.

Under the official programme of the Treasury Department for July, Government will sell during the month, at least four millions of Gold, as follows: Thursday, July 6, one million; Thursday, July 13, one million; Thursday, July 20, one million; Thursday, July 27, one million. And buy in, at least, four millions of Five Twenty Bonds as follows: Wednesday, July 5, one million; Wednesday, July 12, one million; Wednesday, July 19, one million; Wednesday, July 26, one million.

On Wednesday, Government bought in a million of Five-Twenties at 112 77@113 42, ex-interest. The amount of bonds offered was \$1,811,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115 $\frac{1}{2}$ @115 $\frac{1}{2}$, ex July coupon; U. S. Five-Twenties of 1862, 115 $\frac{1}{2}$ @115 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{1}{2}$ @113 $\frac{1}{2}$, ex July coupon; U. S. Five Twenties of 1867, 113 $\frac{1}{2}$ @113 $\frac{1}{2}$, ex July coupon; U. S. Five-Twenties of 1868, 113 $\frac{1}{2}$ @113 $\frac{1}{2}$, ex July coupon; U. S. Ten-forties at 112 $\frac{1}{2}$ @112 $\frac{1}{2}$; U. S. Six per cent. currency bonds, 115@115 $\frac{1}{2}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 21.	June 28.	July 5.
Consols.....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92
U. S. 5-20's of 1862..	90 $\frac{1}{2}$	91	91 $\frac{1}{2}$
U. S. 5-20s, 1865....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	91 $\frac{1}{2}$
" 1867 *90	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
10-40s	88 $\frac{1}{2}$	88 $\frac{1}{2}$	89 $\frac{1}{2}$
Erie.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	23 $\frac{1}{2}$

* Ex July coupon.

State bonds have been in moderate demand at uniform prices.

Railway bonds have been in fairly active request and buoyant in price. Central Pacific Sixes closed at 99 $\frac{1}{2}$ @100, ex the July coupon of three per cent. in coin. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quick demand at 92 per cent. and accrued interest. Union Pacific Sixes closed at 89 $\frac{1}{2}$ @89 $\frac{1}{2}$.

Business in Railway and miscellaneous share property has been less active; and values have been irregular, though closing more firmly, as a rule.

General business has been on a restricted scale, checked, in part, by the recurrence of the national anniversary, and the observance of Monday as well as Tuesday, as a holiday. Breadstuffs have been quoted cheaper. Provisions, firmer. Middle upland cotton closed on Wednesday at 20% cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,888,340 bales, against 2,791,903 bales same time last year; exports 3,073,315 bales, against 2,098,209 bales same time last year; stock at the ports at latest dates, 174,710 bales, against 170,136 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 9@13½ cts; Veal Calves, at 5½@11½ cts; Sheep at 4½@7½ cts; Lambs at 8@11 cts; Swine, 4½@5 cts per lb., all live weight. The week's receipts were 7,156 Beeves, 2,279 Veal Calves, 26,020 Sheep and Lambs; and 25,488 Swine.

Foreign goods have been in less request, at yielding prices. The week's imports of foreign goods reached \$5,450,222, including \$1,559,894 of dry goods.

Ocean freights have been quiet and quoted less firm as to rates, on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Side R. R., 72½; New York and New Haven R. R., 155; Boston, Hartford and Erie R. R., 2½; Albany and Susquehanna R. R., 93½; St. Louis and Iron Mt. R. R., 60½; Great Western 1st mort., 1888, 94; Central of New Jersey new bonds, 103½; Cleveland and Pittsburg consol. bonds, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. 2d mort., 78; St. Louis, Jacksonville and Chicago 1st mort., 94; Long Dock bonds, 90½; South Carolina 6s, new Jan. and July, 58½; Louisiana 6s, levee bonds, 71; Georgia 7s, gold bonds, 94; Brooklyn 6s, W. L., 92½; Maryland Coal, 30; Consol. Coal of Md., 38; Spring Mt. Coal, 71; Am. Mer. Union Exp., 53½; Adams Exp., 80½; Wells-Fargo Exp., 46½; U. S. Exp., 58½; Western Union Telegraph, 58½.

Philadelphia.—Connecting R. R. bonds, 87; Penn. and New York Canal 7s, 96; Philadelphia and Reading R. R. 7s, 104; do. debent. bonds, 88½; West Jersey R. R. 7s, 102; Phila. and Sunbury 7s, 98; Lehigh Nav. con. gold loan, 98½; Huntingdon and Broad Top Mt. 2d mort., 85; Schuylkill Nav. 7s, Boat Loan, 85½; Warren and Franklin 7s, 92; Penn. Canal 7s, 95½; Allegheny County 6s, 92. The latest quotations are: City 6s, 99@100%; do. free of tax, 100½@100%; State 5s, coupon, 100@101; do. 6s, W. L., 100@101; do. 1st series, 100@102; do. 2d series, 108@104; do. 3d series, 106@107; Reading, 55½@55½; do. 7s, 1893, 104@104; do. mort. 6s, 1880, 94@—; Camden and Amboy, 127½@127½; do. mort. 6s, 1889, 95½@96; do. 1883, 92½@93½; do. 1889, 88½@89½; Pennsylvania R. R., 60%@61; do. 1st mort., 101@—; do. 2d mort., 99@99½; do. General mort. coupon, 95½@96; do. reg., 95@95½; Little Schuylkill R. R., 46%@47; Morris Canal, 50@51½; do. pref., 125@125½; do. 6s, 90@95; Susquehanna Canal, 10@11; do. 6s, 62@63; Schuylkill Nav., 8½@—; do. pref., 17@—; do. 6s, 1882, 79½@80; Elmira and Williamsport pref., 43½@44½; do. 7s, 1873, 91½@92½; do. 5s, 61@—; Lehigh Coal and Navigation, 38½@38½;

do. 6s, 1884, 86@87; do. R. R. Loan, 91½@91½; do. Gold Loan, 90@90½; North Pennsylvania, 48@49½; do. 6s, 97½@—; do. 7s, 98½@98½; do. Chatte 10s, 111@112; Philadelphia and Erie, 28@28½; do. 6s, 91½@—; Minehill, 54@54½; Catawissa, 21@22½; do. pref., 47½@48; Lehigh Valley, 59½@60; do. 6s, 95@96; Fifth and Sixth streets, (horse) 48½@—; Second and Third, 61@65; Thirteenth and Fifteenth, 22½@23; Spruce and Pine, 31½@32; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 19@21; Union, 60@—; Germantown, 32@35.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 43; Stanstead, Shefford and Chamby 7s, 84; Atchison, Topeka and Santa Fe 7s, 1875, 85; Leavenworth, Lawrence and Galveston 10s, 99½; Burlington and Missouri 7s, Land Grant, 98; do. 8s, in Nebraska, 97; Vermont Central and Vermont and Canada 8s, 1875, 101½; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 95½; Jackson, Lansing and Saginaw 8s, 1888, 99½; Cedar Rapids and Missouri 7s, 1916, 90½; Rutland R. R., 38½; do. pref., 87½; do. 7s, 1880, 85½; Conn. and Pass. Rivers pref., 92; do. 7s, 1876, 101; Portsmouth, Gt. Falls and Conway R. R., 111½; Indianapolis and Cincinnati R. R., 6½; Cincinnati, Sandusky and Cleveland R. R., 23; Boston Water Power Co., 39½; Cary Imp., 16½; Waverly Land, 3½; Maine 6s, 1889, 100½; Massachusetts 5s, 1891; gold, 98½; Chicago 7s, 1894, 100½; Lynn 5s, 1882, 87½; Cambridge 5s, 1877, 92½; Cincinnati 7 8 10s, 1899, 106½; St. Louis 6s, 1882, 91½; St. Louis County 6s, 1876, 95½; Boston 5s, 1873; gold, 100%; Allouez Mining Co., 3½; Petherick, 1½.

Baltimore.—Virginia 6s, old, reg., 54½; Maryland Defense bonds, 105; Marietta and Cincinnati 3d mort. 8s, 79½; Orange, Alex. and Manassas bonds, 79½; Western Maryland 1st mort., 78½; do. 2d mort. guar., 94; do. guar. by Washington Co., 87; Virginia and Tennessee 3d mort., 8s, 90; Wilmington and Weldon bonds, 93½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@94; Baltimore and Ohio, 145@148; do. 6s, 1875, 95½@—; do. 1880, 95@—; do. 1885, 95½@96; Northern Central, 40%@41; do. 6s, 1885, 94½@95; do. 1900, 90@91; do. 6s, 1900, gold, 90@91; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@—; do. 3d mort., 1885, 91½@94; Marietta and Cincinnati 7s, 1892, 98@99; do. 2d mort., 84½@84%; do. 3d mort., 79@79½; Central Ohio, 29@32; do. 1st mort., 86@88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 90@—; do. 2d mort. guar., 90@92; do. 2d mort. pref., 59@59; do. 6s, guar. by Washington Co., 87@88; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do. 2d mort. 6s, 79@81; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 79½@79½; Virginia and Tennessee 8s, 89½@90; do. 6s, 1st mort., 89@91½; do. 6s, 2d mort., 77½@80; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do. 1886, 96½@98½; do. 1890, 98½@98½; do. 1893, 98@—; do. 1900, 98½@99; do. 5s, 1888-70, 80@81; Memphis City 6s, 54@—; Maryland Defense Loan, 1888, 104@105; City Passenger R. R., 22½@24; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.00; Atlantic Coal, 1@2.25.]

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each \$1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, \$100 to \$1,000; Registered, \$100 to \$10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

Messrs. DREXEL, MORGAN & Co., have formed a copartnership for the transaction of a general foreign and domestic banking business under the firm names of DREXEL, MORGAN & Co., 53 Exchange Place, New York, DREXEL & Co., 34 S. 3rd Street, Philadelphia, Pa., and DREXEL, HARJES & Co., No. 3 Rue Scribe, Paris, France. The firm is composed of F. A. Drexel, A. J. Drexel, and J. H. Wright, of Philadelphia; J. Pierpont Morgan, Jos. W. Drexel, and J. N. Robinson, of New York.

A dividend of seventy cents per share on the preferred stock, and thirty-five cents per share on the common stock of the Schuylkill Navigation Company, will be paid to the stockholders on and after the 10th inst., clear of taxes.

The Boston and Roxbury Mill Corporation has declared a dividend of \$3 per share, payable July 10.

Narrow Gauge Railroads.

Gen. Wm. S. Rosecrans, in a letter to the *Alta-California*, expresses himself very emphatically in favor of the narrow gauge system of railroads. It would be difficult to put in fewer words, and with greater force, the argument in favor of the system than he has done in the following paragraphs which we quote:

Regarded economically, a railway is a hauling machine. Every unnecessary expense put upon this machine adds to the cost of hauling done by it. This cost comes out of the people. Every unnecessary cost in the construction and equipment of railways is a public evil. It matters not whether this cost results from blunders in engineering, blunders in management, or rascality in operating the road or watering the stock, the people have to pay the interest on it. In this view why should we pay for building a broad gauge if a narrow gauge will do all the work likely to be required? Evidently it would be a public wrong for the owners of railway franchises to build a broad gauge when a narrow gauge will do the work; and the public have a right to see that it is not done, and to hold those who thus prepare needless burdens responsible for it.

The question comes up, therefore, with every new railway line, and should be asked by the people, Will a narrow gauge do the work? The data for this answer are to be sought in reason and experience; but I will ask, Has the most crowded four foot eight and a half inch gauge railway in the United States more work than it can do?

If that line of road with this gauge which has the greatest traffic in the world does less than it can, and yet carries five times as much freight over each mile as does the most heavily-worked road in the United States, why does the latter need so much more capacity than it has work? If the heaviest worked road in our country has ten times as much to do as the average of roads in new countries can expect for the next twenty years, why should they be made to cost so much? Why should our new roads be constructed with a carrying capacity fifty times greater than the work they will be called upon to do? Any man who can show that they should be so constructed, can prove that one ought to get a six-horse Concord coach to give a baby an airing!

Locomotives for Narrow Gauge Railroads.

There has just been finished at the Baldwin Locomotive Works, a narrow (three feet) gauge locomotive, for the Denver & Rio Grande Railroad. It is stated to be the first narrow gauge locomotive for general passenger or freight service built in this country. The engine is six-wheeled, four of the wheels 40 inches in diameter, being coupled as drivers, and the one pair of leading wheels so arranged as to enable the engine to pass short curves readily, as the rigid wheel base is only 6 feet 3 inches. The general plan is similar to that of ordinary full gauge locomotives. The cylinders are outside and placed horizontally, and are 9 inches in diameter by 16 inches stroke. Its total weight in running order is 25,300 pounds, of which 20,500 are carried on the four driving wheels and so available for adhesion. A four-wheeled tender having a water capacity of 500 gallons, and a coal capacity of about one and one-half tons is attached. The proportion of driving wheels relatively to the stroke of piston admits of a speed of 30 to 40 miles an hour, with equal facility as on the full gauge. Two freight locomotives, having each three pairs of drivers and a pony truck, are also just finishing for the same road.

W The Western Maryland Railroad will, in all probability, be in running order as far as Sabillasville before the end of July. The heavy work now on hand is the construction of a Howe truss bridge, in two spans of 120 feet each, across Owing's creek, above Mechanicstown, which is making good progress.

Peteler Portable Railway.

The following is a description of the Portable Railway, made on what is known as the Peteler plain. It is designed to facilitate the removal and transport of earth on the cuts and fills, in railroad construction:

The track is formed of separate sections, twenty-five feet long. Each section consists of two three by six inch sleepers, twenty-five feet long, placed two feet apart, and held together by four bolts of one-inch iron. Close to the inner edge of the upper surface of each sleeper is riveted a rail of half-inch iron about one and a half inches wide and one-half of an inch high. These form a track of twenty-inch gauge, the frame work being equivalent to the road-bed and ties of an ordinary railroad. This section supplies a complete railroad twenty-five feet long. To make a longer line the sections are placed on the surface of the ground, end to end, and fastened together by hooks and eyes, dowel joints, or otherwise. As now employed, there are castings at the ends of the sleepers, those at one end forming a mortise, and those at the other a species of tenon with a hook, so that two adjoining sections are simply slipped together and then latched. These sections can be readily handled, loaded and unloaded by three or four men, and four men can lay one thousand feet in an hour. A few curved sections, and one section with a frog and switch are needed with every lot. The track can thus be laid on almost any surface—on rough ground or in marshes—and a good road thus be provided for vehicles. These vehicles have iron flanged wheels, twelve or fourteen inches in diameter, supporting a frame work on which swings a hopper-like box, which can be turned over to either side. The sides are hinged at the top, and when the box is turned upon one side, that side falls, thus leaving it a box without a bottom and the load is dumped. These cars are made to carry a cubic yard of earth, and they weigh about 350 pounds. Their sides are moderately low, so that they can be easily loaded. They are coupled together by chains and hooks.

Iron Telegraph Poles.

There is likely to be a further largely increased demand for Pennsylvania's great stable, iron, and from an entirely new market for consumption. Although the United States was the first nation in the introduction and use of the magnetic telegraph in practical business, the Prussian authorities have the credit of suggesting a great improvement. Considerable trouble and delay having been experienced there, particularly during the late war, from the falling (through rottenness) or blowing down of wooden telegraph poles in exposed situations, the authorities resolved to do away with this evil, and to that end concluded to make an experiment with iron telegraph poles, which were substituted for the wooden ones. The result has been a complete success, and it is now contemplated to introduce them on all the Prussian telegraph lines. In Switzerland, also, they have been satisfactorily tried, carrying the wires along railway lines extending for more than three hundred and fifty miles, and are also there rapidly taking the place of the old wooden poles. Owing to the frequent renewals made necessary with wooden poles, iron ones have been found much cheaper, after their first erection, besides which their appearance is very much more graceful and pleasing to the eye than the old-fashioned dilapidated and crooked monstrosities.—*Philadelphia Ledger.*

W The directors of the New York and Oswego Midland Railroad have let the unfinished portion of their road in Delaware and Sullivan counties to Culver & Simpson, contractors, to be finished in one year. This will complete the road from Oswego to New York.

W The first iron laid on the Wisconsin Central Railroad, was put down on Wednesday, June 21st, 1871.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

W OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, July 1, 1871.

The amount of the best class of securities now available in the market, at prices which render them desirable and profitable for investment, is limited in comparison with the amount of capital which must seek investment from the approaching July disbursements, and the most substantial of these must be rapidly absorbed. Preference will, of course, be given by prudent investors to those combining the best assurances of absolute safety with a liberal interest on their cost.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management. The company is one of the strongest and most reliable and trustworthy corporations in the country, with a well established credit and possessing property and franchises of great value.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, AS A GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, but an enormous and profitable trade is already waiting for and inviting it.

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

Price of the bonds, until further notice, 92, and accrued interest from May 1.

FISK & HATCH.

W The east Saginaw (Michigan) *Enterprise* says arrangements have been effected with the Michigan Railway to run the cars of the Holly and Monroe extension of the Flint and Pere Marquette Railroad over their track to Toledo, and through trains will be run from Bay City to Toledo. There is every prospect that before the end of another year the entire line will be completed from Lake Michigan to Monroe, and through trains will run from Ludington to Toledo. A Western connection will also be secured by a line of steamers across the lake.

W The National Mining Company has declared a dividend of \$1 per share from net earnings, payable at the office of J. W. Clark & Co., 28 Milk street, Boston, on the 5th inst.

W The Worcester and Gardner Railroad completed the laying of its rails from Gardner to Barber's Crossing in Worcester, a distance of twenty-three miles, on the 1st inst.

Journal of Railroad Law.

RAILROAD COMPANIES—DILIGENCE REQUIRED—WHAT IS NOT NEGLIGENCE *per se*.—DUTIES OF ADJOINING OWNERS.

The facts in the late case of The Ohio and Mississippi Railroad Company *vs.* Shanefelt, (47 Ill., 497), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action of trespass on the case, brought by appellee, in the Marion Circuit Court, against the appellants. The declaration avers that appellee was the owner of one thousand rails, and twenty acres of meadow, situated on his farm, of the value of two hundred dollars; that appellants owned, and operated, a railroad running through the farm; that appellants owned the right of way fifty feet in width on each side of their track; and it was the duty of the appellants to keep the right of way free and clear from dry grass, weeds, &c., to prevent fire from communicating from their engines to such dry grass, and thence to the meadow; but that appellants negligently suffered their right of way, adjoining appellee's fence and meadow, to become foul with dry grass, and a locomotive of appellants whilst in charge of their servants, was run over their track, and fire was communicated therefrom, to the dry grass on their right of way, and from the same to the fence and meadow of appellee, and burned one thousand rails and twenty acres of meadow, appellee's property, and destroyed the same. To this declaration appellants filed a plea of not guilty.

It appeared from the evidence, on the trial, that appellants owned the road running through appellee's farm, and that there was dry grass and weeds on their right of way, and that fire was communicated from a passing engine, operated by the company, on the 28th of August, 1866, to the grass on their right of way, and ran thence into the fence and meadow of appellee; that eight hundred rails were destroyed, and sixteen acres of meadow burnt over; that there was dry grass in the meadow adjoining to the right of way. Appellants introduced evidence from which it appeared that the engine, from which the fire was communicated, was furnished and properly equipped with the most approved mechanical contrivances known to prevent the escape of fire, which was in good repair.

The case was submitted to the jury without instructions from the court, and they found a verdict in favor of appellee, for \$98.40 damages. Appellants entered a motion for a new trial, which was overruled by the court, and a judgment rendered on the verdict; to reverse which, the case is brought, by appeal, to this court, and the overruling of the motion for a new trial is assigned for error.

This record presents the question, whether a railroad company, having provided and used the best known contrivances to prevent the escape of fire from their engines, are, nevertheless, liable for not removing, or preventing the accumulation of, dry grass and weeds on their right of way, to prevent fire from communicating to adjoining lands. In other words, are such bodies bound to cultivate, mow, or otherwise prevent the growth of vegetation on their right of way? Is it *per se* negligence to permit dry grass and other vegetable matter, combustible in its nature, to remain

on the side of their track? That such bodies, like individuals, are required, by the law, to use all reasonable precautions to prevent injury to others, and this rule applies, to the same extent, and no farther, to corporate bodies as it does to natural persons. It then follows, that appellants were bound to use the same degree of effort to prevent injury to others, whilst exercising their franchises and corporate privileges, as an individual is under to other persons.

Again it is the settled law of this court, that negligence is relative, and if both plaintiff and defendant are negligent a recovery cannot be had, unless the defendant has been guilty of gross negligence, amounting to willful misconduct. If a plaintiff is guilty of such negligence as necessarily contributes to the injury, it must appear that the defendant was guilty of a higher degree of negligence. When the plaintiff, by his own carelessness, has contributed to produce the injury, the defendant is not absolved from all further care and effort, on his part, to avoid the injury, but is still required to use all reasonable efforts to prevent its recurrence, and failing to do so he must be held liable. But, in the very nature of things, it must be, that where the plaintiff has, by his negligence increased the hazard, it becomes more difficult for the defendant to avoid the injury, and, unless it appears that he could have done so, he will not be held liable.

In the case of The Illinois Central R. R. *vs.* Mills, 42 Ill. 407, it was said, that it was not an indispensable conclusion of law, that a railway company is guilty of negligence, to be inferred from the fact that a fire ignited in dry weeds or grass upon their land; but that it is a question of fact to be determined by the jury, in view of the extent to which the weeds and grass have been permitted to accumulate on their right of way, the season of the year, and all other circumstances affecting the liability to fire. It was also held, that the company were bound to use the same diligence in removing such weeds, grass and other combustible material, from exposure to ignition by the locomotive, that a cautious and prudent man would use in reference to combustible matter upon his own premises, if exposed to the same hazard from fire as dry grass upon the side of the railway.

In that case, as in this, it was contended, that it was negligence *per se* to permit dry weeds and grass to accumulate on the right of way of a railway company; that its presence there created a legal presumption of negligence. But it was held to be error to so instruct the jury, and the judgment was reversed for that error. That such an accumulation may be evidence from which negligence may be inferred, is certainly true, under some circumstances; but we are aware of no legal principle which has declared it, of itself to be negligence. The statute has not required such bodies to remove such a growth nor has any decision held it to be a legal duty. Such bodies, like individuals, are bound to use reasonable precautions to prevent the escape of fire from their engines and premises, and so are individuals, and the one is under no greater obligation than the other; both are under the same obligation, resulting, alone, from the rules of the common law and, in each case, the question of negligence must depend upon the circumstances which surround it.

In this class of cases both parties are required to use care and diligence to avoid the loss; and it should appear that a plaintiff suing for a loss from the escape of fire from the engine or railway grounds, has not contributed to the injury by equal neglect of duty. If he has permitted his lands, adjoining the right of way of the road, to become foul and highly calculated to ignite, this would be evidence from which a jury would be warranted in the inference that he had been guilty of negligence, contributing to the injury. We are at a loss to perceive why a railroad company should be required, in the absence of statutory requirement, to mow their right of way, and the adjoining land owner be permitted to let his lands become foul, and liable to ignite; on the contrary, both should be required to use all reasonable efforts to prevent the escape and spread of fire. Where the corporators have adopted, and have in use and in proper repair, the best known mechanical appliances to prevent the escape of fire, and a land owner is equally negligent in permitting grass and weeds to accumulate on his adjoining land, as upon their right of way, no reason is perceived why it should not be held that the land owner has contributed to the loss.

If adjoining land owners were to permit such combustible materials to accumulate, and fire was, accidentally or unavoidably, to get into the field of one, and thence communicate to the other, would any one say that they had not contributed equally to the loss? It would not be contended that one was any more bound to remove the dry grass and weeds from his fields than the other. And, in such a case, each takes the hazards of accidents. Nor are we able to perceive the difference in that and the case at bar. Having provided the best known contrivances, and having employed them, and kept them in good order, the escape of fire is accidental, and where both parties have permitted their adjoining lands to accumulate combustible material, and fire escapes, whether on the right of way, or from the field of the owner, we can not see that the company should be held liable for negligence.

In this case the railroad employed the best known machinery to prevent the escape of fire, and the evidence shows that it was in good order at the time.

It also appears that there was combustible material on the land of appellee, adjoining the right of way of appellants. And, as each party was under obligation to use all reasonable precautions to prevent the injury we do not see that the negligence of appellants was so much greater than that of appellee as to render them liable. Had appellee taken reasonable precautions to guard against the injury, and the company had omitted any duty, such as neglecting to use spark arresters, or those employed had been in bad condition, then the case would have been different, but, in this case, we think the evidence fails to disclose a right of recovery by appellee and the judgment of the court below must be reversed.

Judgment reversed.

THE DELAWARE AND HUDSON CANAL COMPANY.—The Delaware and Hudson Canal Company are about to lay down a third rail on the Susquehanna road and its connections to Scranton. The iron is already purchased, and the work will commence at once.

The Public Debt Statement.

The following is a recapitulation of the public debt statement June 30, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds \$274,236,450 00
Six per cent. bonds 1,618,897,300 00

Total \$1,888,133,750 00
Accrued interest 44,278,318 63

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates \$31,885,000 00
Navy Pension fund 3 per cent. 14,000,000 00
Certificates at 4 per cent. 678,000 00

Total \$46,563,000 00

Interest 429,853 78
Debt on which interest has
ceased since maturity \$1,948,902 26
Interest 317,331 69

DEBT BEARING NO INTEREST.

Demand and legal tender notes. \$356,096,505 50
Fractional currency 40,582,874 56
Certificates of gold deposited. 19,886,300 00

Total \$416,565,680 06

Unclaimed Pacific R.R. Interest 11,262 18

Total amount outstanding \$2,353,211,332 32
Total interest 45,036,766 23

Total debt, principal and interest,
to date, including interest
due and unpaid \$2,398,248,098 55

AMOUNT IN TREASURY.

Coin \$96,683,900 50
Currency 9,533,363 15

Total \$106,217,263 65

Debt less amount in Treasury \$2,292,020,834 90
Debt less amount in Treasury
June 1, 1871 2,299,134,184 81

Decrease of debt during the past
month \$7,103,349 91

Decrease of debt since March
1st, 1869 \$233,432,425 11

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount out-standing.	Accrued interest, not yet paid.
Union Pacific	\$27,236,512	\$817,695 36
Kansas Pacific	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	25,881,000	776,430 00
Central Branch Union Pacific	1,600,000	48,000 00
Western Pacific	1,970,000	59,100 00
Totals	\$64,618,832	\$1,938,564 96

Interest paid by United States \$10,753,910 45

Interest repaid by transportation of
mails, etc. 2,973,861 03

Balance of interest paid by United
States 7,780,049 42

Atlantic and Great Western Railway.

Official notice is given that the sales of the property of this Company under the Decrees of Foreclosure are advertised for 18th, 22nd, and 26th July, in New York, Pennsylvania and Ohio respectively. The payment of £3 10s. per cent., on the Certificates of Debentures of 1864, will be made on and after the 1st August, at the offices of Messrs. Bischoffsheim and Goldschmidt, on production of the representative certificates (Bischoffsheim's), to be endorsed with the amount paid, and on signing a receipt for the payment.—*Herath.*

The directors of the New York Railway Company have a large number of surveyors employed along the proposed line of the railway to make surveys of the property to be taken.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakley Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Iamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,

President.

HUGH SMITH,

Vice-President.

W. BUTLER DUNCAN,

Treasurer.

EDWARD P. BARKER,

Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of

DUNCAN, SHERMAN & CO.,

No. 11 Nassau street.

At the Banking House of the

BANK OF THE METROPOLIS,

No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city. The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for

five millions of dollars of the stock of the

Company, whenever one million of dollars thereof has been subscribed for by private parties. This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company. On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart, John Jacob Astor, Levi P. Morton, Commissioners on behalf of the Company.

New York, June 16, 1871.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of June inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870	87,100	4,503,500	457,500	82,400
1871	78,700	4,328,300	4,258,400	40,100
Dec.	8,400	175,200	*4,800,900	42,300

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 43,440 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	78,800	87,100	78,700
Wheat, bushels.	4,106,400	4,503,500	4,328,300
Corn, bushels....	1,403,100	457,500	4,258,400
Barley, bushels.	11,800	82,400	40,100
Oats, bushels....	980,400	862,100	999,600
Rye, bushels....	182,100	236,900	46,200
Malt, bushels....	87,400	154,700	265,000
Feed, lbs.	1,285,600	3,477,400	1,679,500

The Augusta and Hartwell Railroad Company proposes to construct a road from Augusta, Ga., to the Blue Ridge Road, in the northeast corner of the State—125 miles. Two routes have been surveyed, and the least costly will be adopted.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first six months of the year—

	1870.	1871.
Ashes, bbls.	4,441	3,785

Breadstuffs—

Wheat flour, bbls.	1,550,359	1,525,738
Cornmeal, bbls.	139,843	114,280
Wheat, bush.	6,708,514	6,156,460
Rye, bush.	251,044	50,594
Oats, bush.	2,100,939	2,588,275
Barley, bush.	955,283	439,253
Peas, bush.	113,633	83,024
Corn, bush.	2,324,087	8,609,894
Cotton, bales.	376,323	580,717

Naval Stores—

Crude turp., bbls.	4,090	3,082
Spirits turp., bbls.	31,603	27,212
Rosin, bbls.	290,125	227,871
Tar, bbls.	42,365	12,303
Pitch, bbls.	1,942	396

Provisions—

Pork, bbls.	71,584	150,193
Beef, pkgs.	54,173	88,795
Cutmeats, pkgs.	73,006	110,952
Butter, pkgs.	223,541	281,171
Cheese, pkgs.	257,447	280,929
Lard, tcs. and bbls.	51,990	136,827
Do., kegs.	18,892	12,486
Whiskey, bbls.	111,094	85,884

Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st—

	1870.	1871.
Ashes, Pots, bbls.	1,944	987
Do., Pearls, bbls.	22	75
Beeswax, lbs.	167,849	147,938

Breadstuffs—

Wheat flour, bbls.	846,188	936,159
Rye flour, bbls.	1,778	1,804
Cornmeal, bbls.	41,095	62,596
Wheat, bush.	7,401,975	7,409,884
Rye, bush.	57,484	34,919
Oats, bush.	9,788	14,889
Barley, bush.	81,797	81,797
Peas, bush.	113,476	48,885
Corn, bush.	160,864	4,076,608
Candles, bxs.	22,149	27,274
Coal, tons.	20,986	5,603
Cotton, bales.	230,693	392,751
Hay, bales.	25,858	15,453
Hops, bales.	18,738	14,918

Naval Stores—

Crude turp., bbls.	403	208
Spirits turp., bbls.	8,555	5,491
Rosin, bbls.	255,708	178,006
Tar, bbls.	13,371	5,638
Pitch, bbls.	2,569	1,437
Oils—whale, galls.	64,456	156,370
Do., sperm, galls.	311,860	289,609
Do., lard, galls.	12,940	64,348
Do., linseed, galls.	5,008	3,671

Provisions—

Pork, bbls.	42,523	90,284
Beef, bbls.	12,332	29,787
Do., tcs.	29,536	62,504
Cutmeats, lbs.	19,552,280	44,048,487
Butter, lbs.	739,360	2,527,422
Cheese, lbs.	14,231,214	17,558,088
Lard, lbs.	16,134,547	48,709,416
Rice, tcs.	1,174	1
Do., bbls.	10,692	5,292
Tallow, lbs.	12,063,425	16,157,382
Tobacco, crude, pkgs.	35,024	57,415
Do., manf., lbs.	2,941,799	4,190,340
Whalebone, lbs.	264,719	261,429
Petroleum, galls.	35,920,677	39,338,849

The Pittsburg *Chronicle* says that the product of Bessemer steel rails at the Pennsylvania Steel Company's Works, near Harrisburg, is going forward now at the rate of fourteen thousand tons per annum. This will construct about one hundred and forty miles of steel railway track a year.

Railroad Building in California.

The San Francisco *Bulletin* says that with the opening of summer there is renewed activity in railroad building in California. In the lower part of the state, besides the Southern Pacific, which is going ahead beyond Gilroy, work has been resumed on the San Joaquin Valley, already completed twenty miles beyond Stockton, and forty miles additional will be finished during the present season. The Copperopolis Railroad, built for twenty eight miles from Stockton, is also to be pushed forward. Here we have two railroads, on nearly parallel lines, now under way in the San Joaquin Valley, pushing for the southern extremity of the state; while on a line nearer the coast a third road, the Southern Pacific, is advancing in the same direction. The commencement of the Texas Pacific from San Diego may be reckoned as one of the certain events of the season. What may be done with the projects for one or two branch lines to intermediate towns on the coast remains to be seen.

North of San Francisco, a large force is at work grading for the Sonoma branch of the Vallejo, or California Pacific Railroad. A report is current that a contract has also been let for 145 miles of the Eastern Extension of this road, reaching from Davisville, a few miles southeast of Sacramento, to a point in the Upper Sacramento Valley, near Shasta. The report is probably premature. This section of the eastern extension will be entirely on the west bank of the Sacramento river. On the east bank the Oregon branch of the Central Pacific is already in operation one hundred and twenty-seven miles north of the state capital, and is to be extended to the Oregon border, about two hundred miles further.

Altogether, there will be considerable railroad building in California this season, widening the field for labor and extending the facilities of cheap and rapid communication. A much larger proportion of the agricultural region than ever before will be accessible by rail before another farming season opens.

St. Paul and Sioux City Railroad.

Capt. Gere, Engineer of the St. Paul and Sioux City Railroad, left St. James yesterday to make the final location of line between that point and Sioux City. The road has been graded 30 miles southwest of St. James. Another stretch of the grading work, extending over a distance of 20 miles, is now being done, and will be completed at an early day. Of the 30 miles already graded this season, the bridging and culverts are completed for a distance of fifteen miles—the latter being in readiness for the iron. Three miles of track have been laid, without any other than good human will and muscle. The latter portion of the work of railroad building will progress more rapidly. There are nearly a thousand men at work on the extension west of St. James, and construction is going forward with wonderful rapidity. Not the least important information in regard to the progress of this great thoroughfare between the Missouri and Mississippi rivers, is the fact that the company have determined not to limit themselves to the 50 miles already under contract to be built this year, but will continue grading upon the line without cessation or interruption, and it will be finished through to Sioux City this year, and thus the company will be enabled to commence running trains through from St. Paul to Sioux City early in the month of July next.—*St. Paul Press.*

The directors of the Winterport (Me.) Railroad Company have elected Theophilus H. Cushing of Winterport, President, in place of Charles E. Dole, resigned.

Seven hundred men are now employed on the Holyoke and Westfield (Mass.) Railroad, two-thirds of the whole line is graded, and the whole will be finished ready for the track by October.

One Rail Railway.

A one-rail railway has been in successful operation between Raney and Montfermeil, near Paris, for two years. The locomotive for a one-rail road has four wheels, two being placed, one at the front and one at the rear of the engine, bearing on the rail. These give the direction, and are double-flanged. The other pair of wheels are placed in a transverse plane passing on a line in front of the fire-box. They run on oak plank or macadamized road, as the case may be, and are the driving wheels. This sort of railway can be built in France for about \$1,600 per mile. The locomotives weigh six and ten tons; the former runs fourteen miles an hour, drawing, besides its own weight, thirty-five tons up a grade of two feet in a hundred; the latter will draw fifty tons at a rate of eight miles an hour up the same grade; on a level it would draw one hundred and eighty tons. This system is the invention of M. Larmanjat, a French civil engineer, and many believe that it may be successfully introduced on turnpike roads with the grades and curves which the common highway generally has.

The new bridge across the Mohawk river, a short distance below Schenectady, for the branch of the Saratoga Railroad, was completed last week. The total cost was \$40,000.

The Portland and Ogdensburg Railroad was completed to Conway Centre on the 1st of July.

NO. 53 EXCHANGE-PLACE,
NEW YORK, June 30, 1871.

THE COPARTNERSHIP HERETOFORE
existing between the subscribers, under the firm name of

DABNEY, MORGAN & CO.,
expires this day by its own limitation, and is dissolved.
Either partner will sign the name of the firm in liquidation.

The business heretofore conducted by us will be continued by

Messrs. DREXEL, MORGAN & CO.,
who will also act as attorneys for Messrs. J. S. MORGAN
& CO., of London.

CHARLES H. DABNEY,
J. PIERPONT MORGAN,
JAMES J. GOODWIN,
GEORGE H. MORGAN.

NEW YORK AND PHILADELPHIA, July 1, 1871.
THE UNDERSIGNED HAVE THIS DAY
formed a copartnership for the transaction of a general
foreign and domestic banking business, in New York and
Philadelphia, under the firm-name of

DREXEL, MORGAN & CO.
No. 53 Exchange-place, New York.

DREXEL & CO.,
No. 34 South 3d-st., Philadelphia.

F. A. DREXEL, } Residing in
A. J. DREXEL, } Philadelphia.
J. H. WRIGHT, }
J. PIERPONT MORGAN, } Residing in
Jos. W. DREXEL, } New York.
J. N. ROBINSON, }

PARIS, July 1, 1871.
The undersigned have this day formed a copartnership for the transaction of a general banking business, under the firm-name of

DREXEL, HARJES & CO.,
No. 3 Rue Scribe.

DREXEL & CO.

DREXEL, MORGAN & CO.

JOHN H. HARJES.

EUGENE WINTHROP.

ROME, WATERTOWN AND OGDENSBURG R. R.,
VICE PRESIDENT'S OFFICE,
136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

W. G. CHITTICK,
35 WALL ST., NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS

A General Banking Business.
Loans Negotiated and Investments Made on Favorable Terms.
Orders for Stocks and Gold carefully executed at the Regular Boards.
Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

DESIRABLE
HOME SECURITIES,
OFFICE OF
MEAD & CLARK,
BANKERS,
141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE
7 Per Cent. Gold Bonds
OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.
Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER.

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale
by

DANAS & LITCHFIELD,
49ft 18 William street

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS
OF THE
RONDOUT AND OSWEGO
RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.
29 Wall Street, New York City,
Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

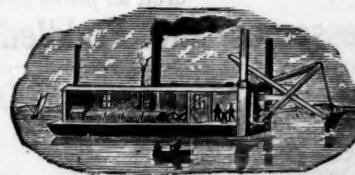
Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

HEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
NEW YORK.

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD
COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

AMERICAN DREDGING COMPANY.



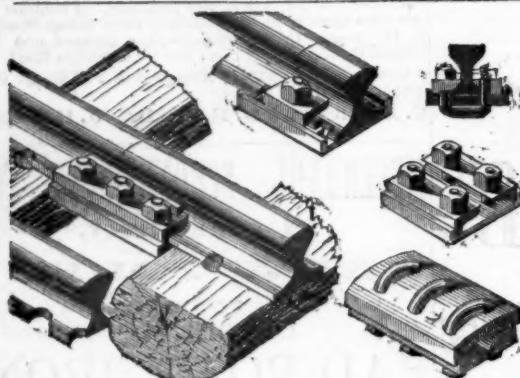
OFFICE NO. 214 SOUTH DELAWARE AVENUE,
PHILADELPHIA.

JOHN SOMERS, PRESIDENT

F. B. COLLINS, SECRETARY

Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

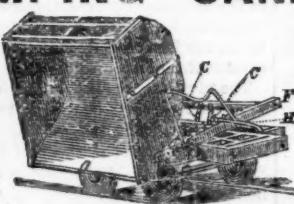


RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS.



N. H. CAMP.

Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

Fig. No. 2, Car Dumped.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and
China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 15, steamer OCEAN QUEEN, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, and connecting at Panama with steamer SACRAMENTO, Capt. Lapidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 13.

Steamer AMERICA will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK

In Store and to Arrive
AT NEW YORK, BOSTON AND
PHILADELPHIA.

S. L. MERCHANT & Co.,

76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,

78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPY,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.